JAN 1946 M

ATLANTIC FISHERMAN

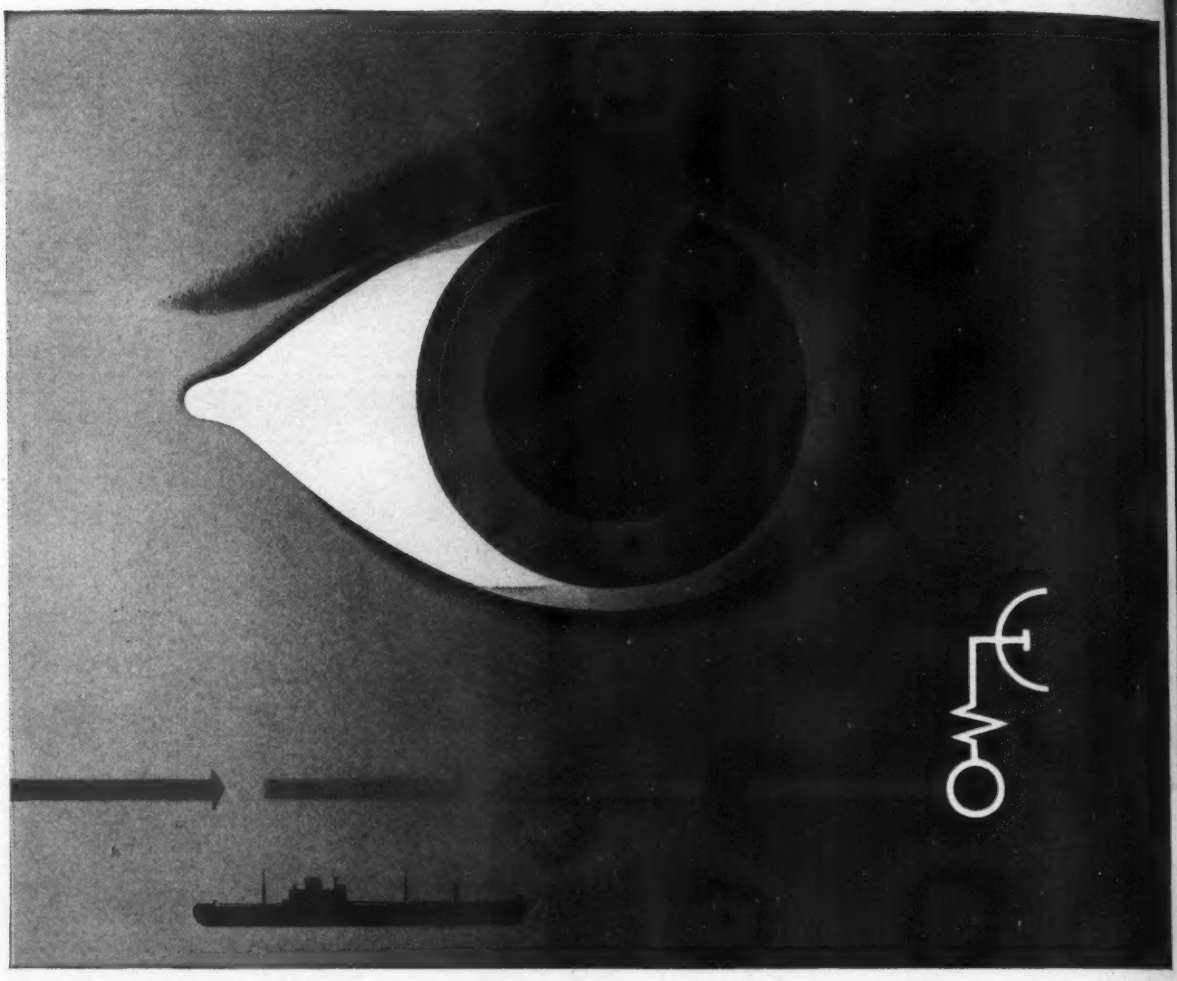
JANUARY, 1946

BEFORE the War, our own organization in the Philippines selected the pick of the crop of manila fibre. They bought, graded, and packed the fibre which was made into the famous COLUMBIAN TAPE-MARKED PURE MANILA ROPE. Naturally, the war destroyed that organization and its facilities as a working unit.

Today, we are busily rebuilding that organization and its facilities under the most extreme difficulties and Pure Manila fibre under the Columbian label will be among the early ship cargoes of fibre from the Islands. We cannot now tell you just when this will occur nor how soon Columbian Tape-Marked Pure Manila Rope will again be available. We do want to assure our customers that we are bending every effort to hasten the day when it will be plentiful enough to supply the great need for a high-quality, completely dependable rope. We believe that that day is not far off!

COLUMBIAN ROPE COMPANY

310-80 Genesee St., Auburn, "The Cordage City," New York



Look ahead to/with Radar by Sperry

• This year, Sperry Gyroscope Company introduces its new *Radar* equipment for marine use.

Sperry *Radar* has been conceived to function better in this fundamental service: *To enable ships to operate on schedule regardless of visibility*...through thick fog, heavy rain, dense smoke, darkness.

As an aid to navigation it picks up channel markers and buoys; assists in making landfalls with assurance; spots icebergs, floating derelicts and other hazards projecting above surface. It also permits vessels to enter harbors and proceed with all due safety and caution through fog. Another important feature: Sperry *Radar* provides a Gyro-Compass-controlled image and can be operated by bridge personnel without extensive technical background.

In design and construction, Sperry *Radar* reflects this company's many years of experience in precision manufacture of marine equipment—as well as its outstanding achievements in the field of electronics. In simplicity and dependability, this new *Radar* exemplifies again Sperry's ability to build superior products for merchant ship service.

Sperry Radar Features:

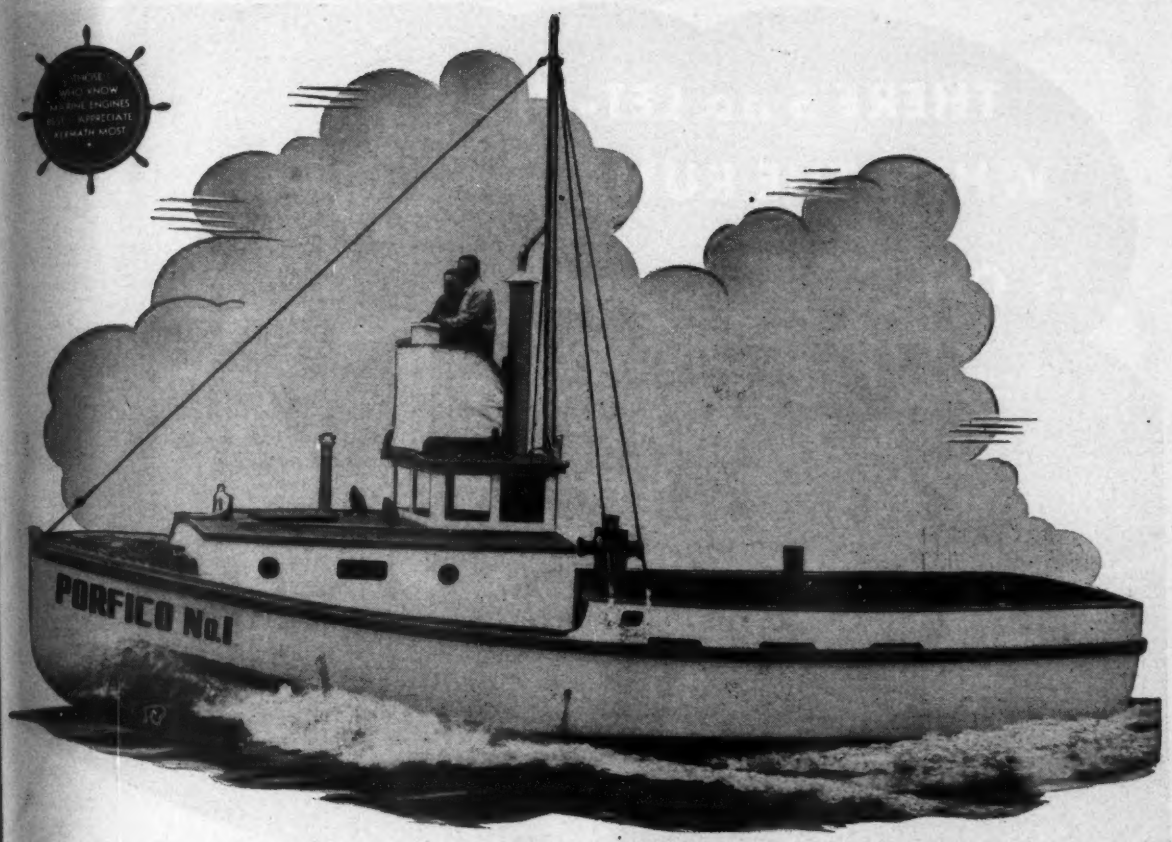
- Designed to meet all Class A specifications of the U. S. Coast Guard.
- Maximum range 30 miles—minimum, 100 yards.
- 10-inch picture on a 12-inch screen.
- Images presented in true or relative relationship at option of operator.
- Gives accurate ranges read from indicator instead of estimated from scope.
- Backed by world-wide service.

SPERRY GYROSCOPE COMPANY, INC. GREAT NECK, N. Y.

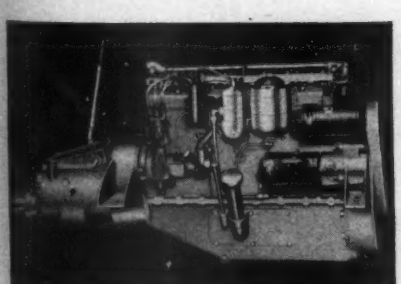
★

Division of the Sperry Corporation

LOS ANGELES • SAN FRANCISCO • SEATTLE • NEW ORLEANS
CLEVELAND • BROOKLYN • HONOLULU



The Change-Over Puts KERMATH on the "Must" List for Commercial Fishing Craft



The Sea-Prince "six"—a 70 H. P. medium and 95 H. P. high speed engine available with or without built-in reverse and reduction gears.

News Item—This speedy 34 foot fish packer, adapted from the popular Alaska Siener design, was built by Bryant's Marina, Seattle, for the Portland Fish Co. It is suited to a number of commercial fishing purposes, although this new boat is the first of a series to be constructed expressly as a cannery tender for use on the Columbia River.

It is powered with a Kermath 95 H. P. Sea-Prince gasoline engine driving through 2 to 1 reduction gears to provide a smart turn of speed, coupled with low cost operation and dependable performance.

Kermath Marine Engines are not only being specified now without need for priority for many varied types and sizes of commereial craft, but their availability for pleasure craft is meeting with wide response. Prospective purchasers are urged to contact either the Kermath representative in his territory—or the factory direct—for delivery information. Early placement of orders is urged to avoid future disappointment.

Write for information covering Kermath's full line of marine engines—gasoline and Diesel from 4 to 12 cylinder designs.

KERMATH MFG. COMPANY

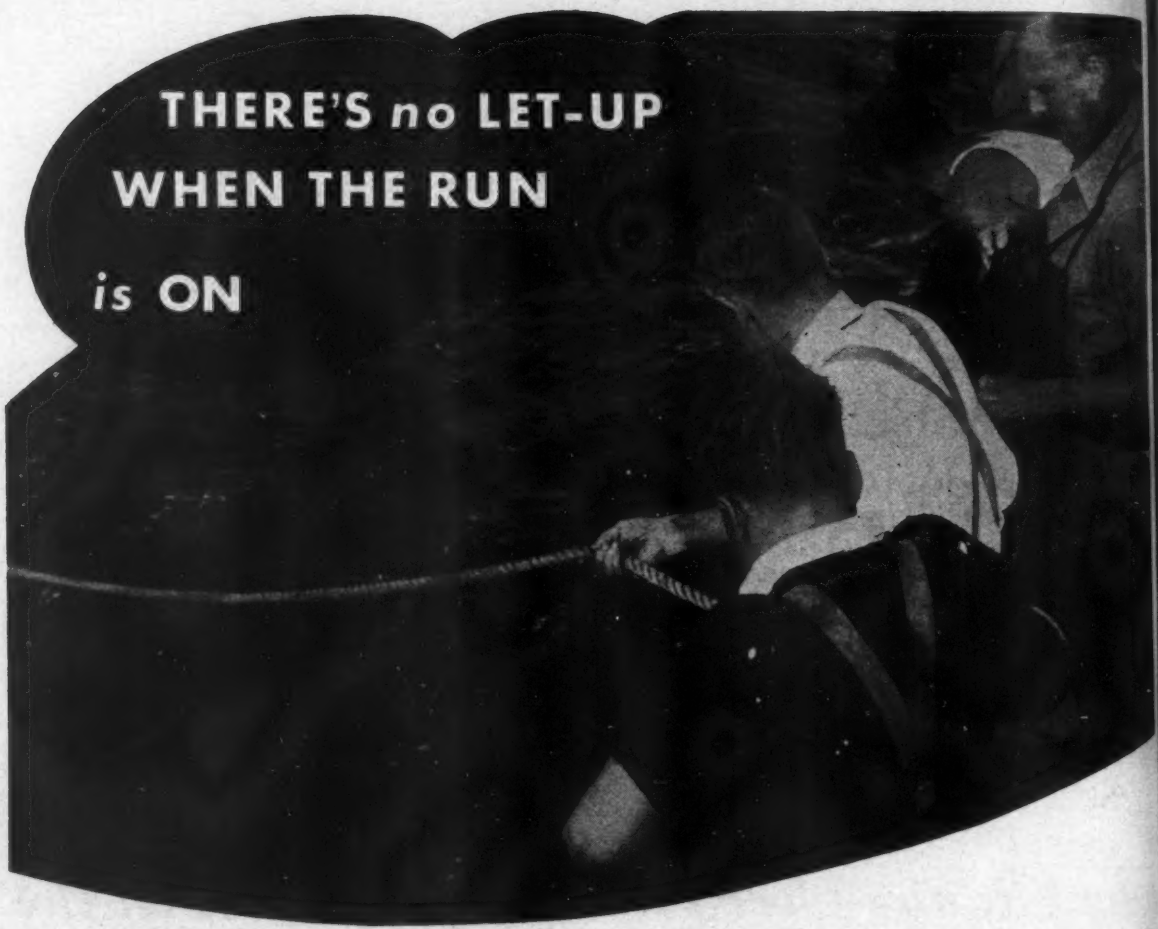
5898 Commonwealth Avenue — **Detroit 8, Michigan**

Canadian Factory

619 KING ST., WEST — **TORONTO 2, ONT.**

25 TO 550 HORSEPOWER — **KERMATH** — **GASOLINE AND DIESEL**

A Kermath Always Runs



THERE'S NO LET-UP *at EDERER*
in the Constant Effort to Bring You Every-Way-
BETTER NETTING

Skilled engineers at Ederer's are constantly intensifying their efforts to help you reap the harvest of the sea. Ederer netting is "factory seasoned" for toughness . . . tested for strength . . . woven by experts with uniformity accurate to 1/32 of an inch. Ederer nets are made to *hold* . . . and they're custom-built to your specifications.

Your Ederer Dealer will be glad to help you fit out with nets that are *right*. See him today for complete net satisfaction.

Look for the Sign of NET QUALITY

R. J. EDERER CO.
540 ORLEANS ST.
CHICAGO, ILLINOIS
GLOUCESTER - BILOXI

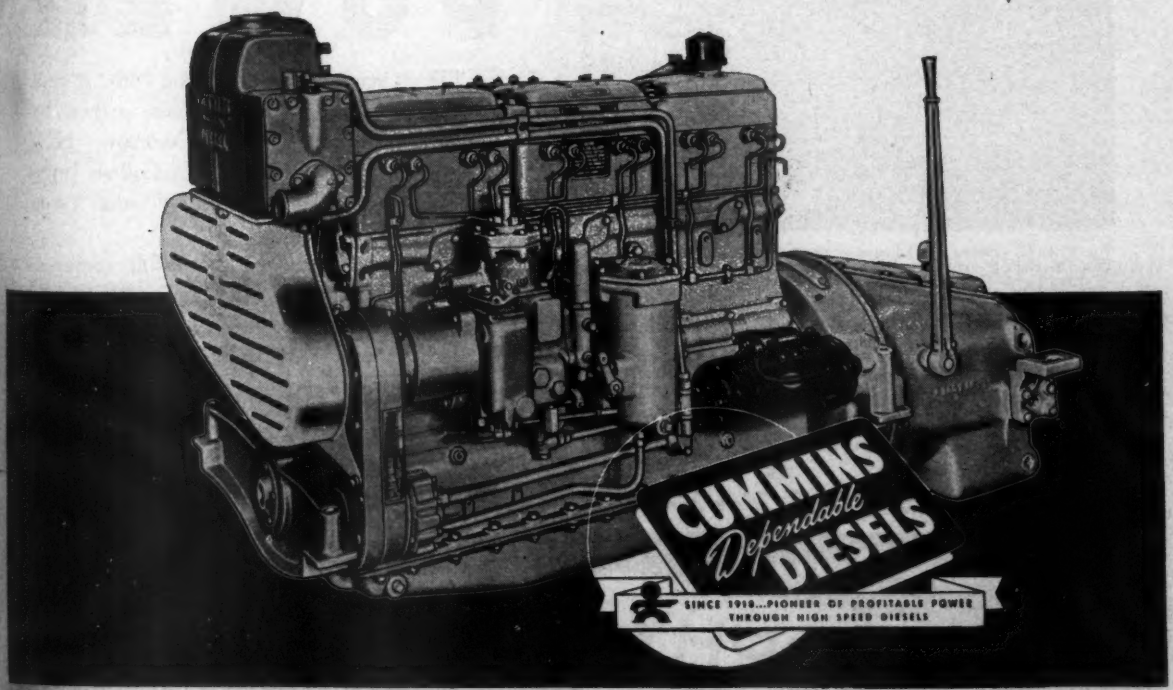
EDERER

EDERER INC.
UNITY & ELIZABETH STS.
PHILADELPHIA, PA.
BALTIMORE - MIAMI

For more working horsepower ... and less engine weight ... your best investment in power is a Cummins Dependable Diesel!

Within almost the same weights and mounting dimensions, your choice of three compact models . . . 150, 200 or 275 hp . . . engine weights as low as 10½ lbs. per horsepower. Illustrated here, the 150 hp (max.) Model HM-600 Cummins Marine Diesel.

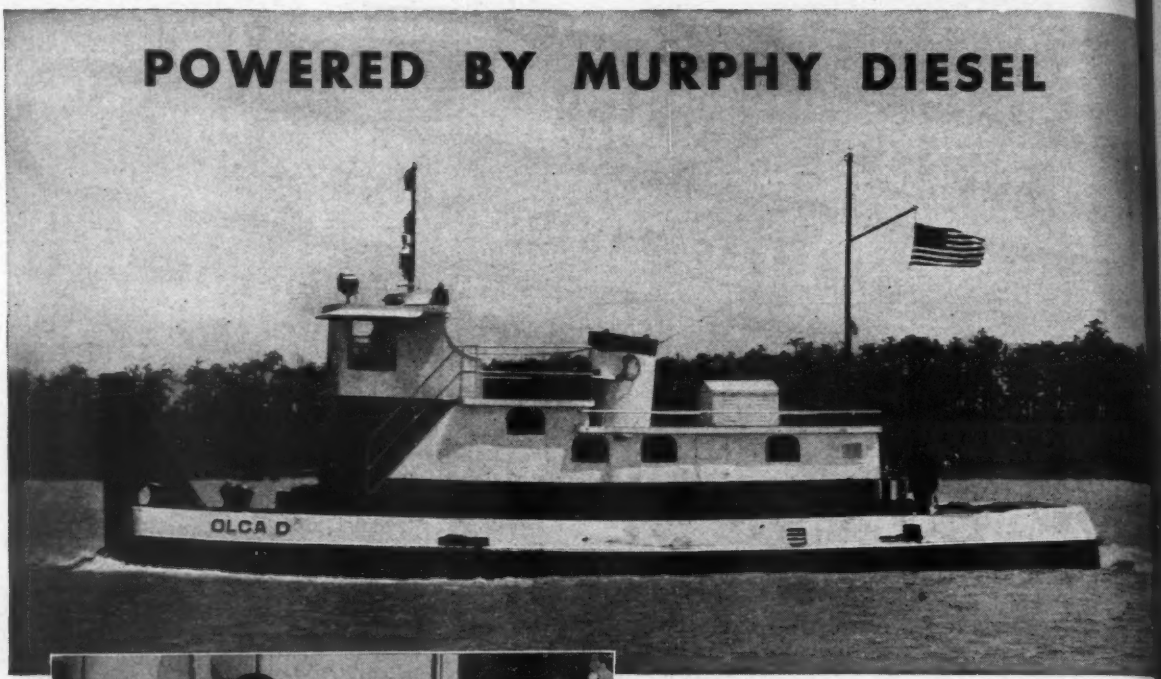
CUMMINS ENGINE COMPANY, INC.
Columbus, Indiana

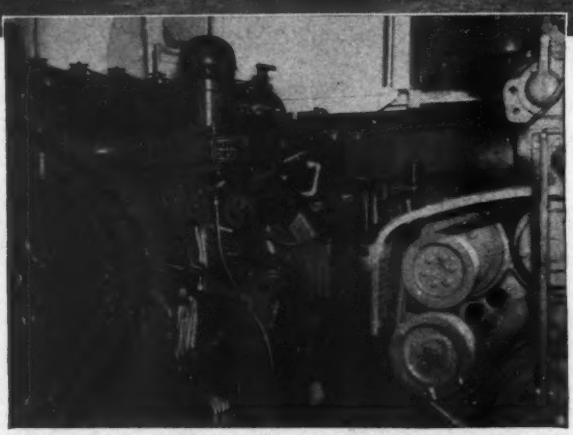


SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. ..... 7 Wethersfield Avenue, Hartford 6, Connecticut (Branches: Cambridge, Gloucester, Mass.)
CUMMINS DIESEL ENGINES, INC. ..... 209-13 North 22nd St., Philadelphia 3, Pa. (Branch: Baltimore, Md.)
CUMMINS DIESEL SALES AND SERVICE OF NORTH CAROLINA ..... 2322 English St., High Point, North Carolina
EDWARD PARKINSON ..... 232 Avenue Alcazar, Coral Gables 34, Florida
CUMMINS DIESEL SALES OF JACKSONVILLE, INC. ..... 217 W. Union St., Jacksonville 1, Florida
CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC. ..... 1030-1044 Leggett Ave., New York 55, New York

POWERED BY MURPHY DIESEL





Tug "Olga D." owned by Donahue Brothers Towing Company, New Orleans. Two 135 H.P. Murphy Diesel Model ME-135, 5¾" x 6½", 6-cylinder Heavy-Duty Engines power this twin-screw tug.

HEAVY-DUTY POWER

THE "Olga D." a 57-foot tug with 16-foot beam and 5-foot 6-inch draft, owned by Donahue Brothers Towing Company, New Orleans, is the first tug built by Calmes Engineering Company's new Industrial Canal Yards at New Orleans.

Powered by *two* rugged, powerful, compact, dependable 135 H. P. MURPHY DIESELS, with 270 propulsion H. P., this tug packs tremendous power, has outstanding flexibility and excellent maneuverability. Here is HEAVY-DUTY POWER that means MORE TUG PROFIT! Before you build or convert, see the nearest Murphy Diesel Dealer, or write to . . .

MURPHY DIESEL COMPANY
5321 West Burnham Street - Milwaukee 14, Wis., U. S. A.

BOSTON: Diesel Engine Sales & Engineering, Inc.
ATLANTIC CITY: Edward Fell Jardine
FLORIDA: Florida-Georgia Tractor Co., Jacksonville
NEW ORLEANS: Calmes Engineering Co.
HARTFORD, CONN: Nicoll-Talcott Corporation
RALEIGH: North Carolina Equipment Co.

ARMY E NAVY ★ *Buy U. S. War Bonds* ★

More Power
MURPHY DIESEL
Reg. U.S. Pat. Off.
More Profit

Engines: FROM 90 to 165 HP
Generators: FROM 60 to 115 KW

"SEA-TESTED *Power*"

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly by

ATLANTIC FISHERMAN, INC.

Goffstown, New Hampshire

P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

L. E. HALL, *Managing Editor*

20 cents a copy $2.00 a year

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

VOL. XXVI JANUARY 1946 NO. 12

Quality is the Key to Future Expansion

One of the shortcomings of fishery price control has been that it lacked provisions for recognizing quality. All fish of a particular variety and size sold for one price. With the greatly increased demand caused by Government buying and shortages of other foods, the ceiling price virtually became the floor price. As a result, the quality standards of the fishing industry in many cases became demoralized. No matter what kind of fish was brought to port, there was always a ready market at top prices. The incentive for quality was gone, and naturally there was a let-down in vigilance against improper handling.

With price control on its way out, and more normal food distribution approaching, fishermen must think ahead. The days of selling a whole catch for the top price will be the exception rather than the rule. In the future, fish will bring just what they are worth to the market, fresher top fish a maximum price and on down to a minimum for bottom fish. To make the most money from a catch every fish in the hold must be in the best condition possible when it reaches port.

To insure prime quality the fish must be thoroughly cleaned, carefully handled, well iced, and delivered to port in the shortest possible time. Improvements in the handling and stowing of fish must be considered. For example, pitchforking fish on the boats and docks is certainly not the most sanitary nor the best technical system. It is a time-worn method of handling that should be abolished.

There are three good reasons why pitchforking is not the ideal mode of handling fish. First: consider the damage;mutilated fish will never be desirable for promoting sales. A lost fish, in the long run, is better than a lost customer. Second: sanitation is a factor that can not be overlooked in any food industry. A fish punctured with a pitchfork is subject to infection by bacteria. Seizure or spoilage loss are very possible results and a dissatisfied customer may be developed. Third: the efficiency of new methods has reduced loading and unloading to less than half the time required by old methods.

Experience has suggested several new and better procedures which already have been adopted by several progressive operators. One of the most recent developments is a self-dumping fish wash box used aboard ship. This eliminates pitchforking the fish into the hold.

New self-dumping weighing boxes that empty on conveyor belts have been installed by some plants. These permit the removal of fish from the boat to the processing department without forking. Suction unloaders with which smaller fish such as herring are sucked out of the boat hold, have been put to use. However, the problem of getting larger species such as ground-

(Continued on page 41)

PRE-WAR.. OR BETTER!

We are glad to announce that our 1946 Marine Finishes are as good or better than those we furnished you before the war. As restrictions on critical materials are rescinded, we are resuming old formulations.

Some of the needs to meet war time conditions resulted in several definite improved characteristics in Marine Finishes. These we have adopted as permanent features of the line.

Yes, we can say with pride that the International line for 1946 is Pre-war or better.

International Paint Company, Inc.

International MARINE PAINTS

New York 6, N. Y. 21 West Street — San Francisco 7, Cal. 901 Minnesota Street — Montreal, Que. 6700 Park Ave. — Vancouver, B. C. 101 Powell St.

AGENTS IN EVERY IMPORTANT PORT

"GREAT NEWS!" SAY BOAT OWNERS FROM COAST TO COAST

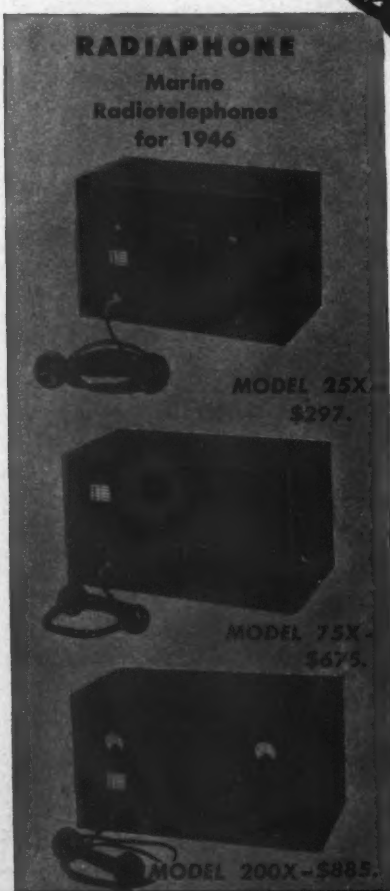
RADIAPHONE
Model 25

A Sturdy, Sea-Going Radiotelephone Complete, Ready To Install

$149.

MODEL 25—$149.

AT LAST, the safety, convenience and commercial value of an efficient radiotelephone at out of the luxury class... the Radiaphone 25 makes them a necessity aboard your boat! The Radiaphone 25 provides a high quality radio communication system particularly adapted to use aboard small craft where initial cost space requirements and ease of installation and operation are important considerations.



✓ **EASY TO OPERATE:** The Model 25 Radiaphone is completely pre-tuned to 4 frequencies: ship-to-ship (2 bands), ship-to-shore and ship-to-Coast Guard. There are no dials or "gadgets" to adjust.

✓ **EASILY INSTALLED:** Just 3 wires are connected upon installation. The set is completely self contained in a single steel cabinet 12" x 7" x 6½". Causes very low current drain from either 6 or 12 volt batteries.

✓ **NO EXTRAS TO BUY:** The Radiaphone Model 25 comes completely equipped including: Transmitter, Power Pack, Receiver, Loud Speaker, Crystals, Tubes and Microphone. (Phone hand-set available at additional cost.)

WRITE FOR ILLUSTRATED FOLDER

RADIAPHONES in a complete range of sizes are now in production. Like the Model 25, the larger sets represent an outstanding achievement in electronic engineering... are designed for maximum simplicity of operation, compactness and long, dependable service at sea. If your dealer does not handle the Radiaphone line, we'll be pleased to send you complete information.

Radiation Products Inc.

MANUFACTURERS OF ELECTRONIC EQUIPMENT

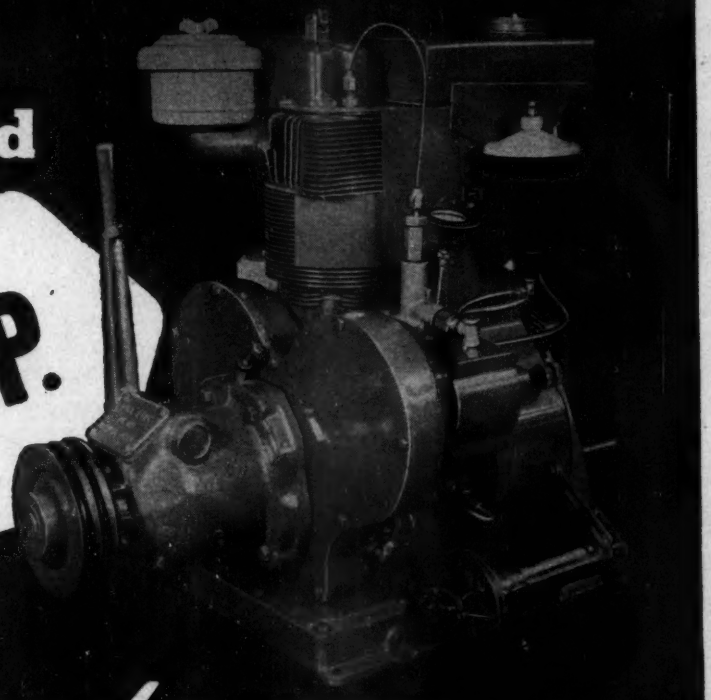
DEPT. 20A • 1142 WALL ST. • LOS ANGELES 15, CALIF.

DEALERS Are Invited to Inquire About a Limited Number of Radiaphone Territories Still Available

MEET THE BANTAMWEIGHT OF THE HEAVYWEIGHTS!

The New Air-Cooled

3¾ H.P.



Sheppard DIESEL

For the first time, Diesel economy and dependability are available in a small engine.

The new Model 14 Sheppard Diesel is not only the smallest Diesel (both in size and H.P. rating) ever built for commercial use... but it's also the *only* stationary Diesel that is *air-cooled.*

This absence of a liquid cooling system reduces the size and weight of the unit... and, more important, the time required for servicing and maintenance.

Overall the engine stands 28½" high, 20¾" wide, 22½" long with crank removed. It is a single cylinder, 4-cycle Diesel... developing 3¾ continuous horsepower at 1800 R.P.M. Standard equipment includes both hand and 12-volt electric starting. The engine—including power take-off and clutch—is complete, ready to operate, when shipped from the factory.

An indication of its economical operation is its fuel tank—it holds 9/10 of a gallon!

The Sheppard Model 14 is ideal for powering communication systems, auxiliary or standby lighting plants, pumps, conveyors and other power-driven equipment that requires a steady, dependable power source.

If you need a small engine you can install and forget—the new 3¾ H.P. air-cooled Sheppard Diesel is the one to remember. For complete information about this revolutionary new engine—mail the coupon today.

Available direct-connected to a 2 KW generator.

POWER UNITS, 3¾ to 56 HP • GENERATING SETS, 2 to 36 KW

R. H. Sheppard Company
130 Middle Street, Hanover, Pa.

Please send complete information about the new air-cooled Sheppard Diesel Power Unit ☐ Generating Set ☐.

*Name*_____

*Company*_____

*Address*_____

DIESEL'S THE POWER... Sheppard's THE DIESEL!

A Fathometer is a real time-saver on a fishing vessel for it eliminates those wasted minutes formerly lost in slowing down, reversing, or stopping, to determine bottom contours with lead-and-line. With Fathometer you survey the grounds while you cruise along. It saves a few minutes here — more minutes there — until extra hours are gained each trip. It means more trips each season — greater profits for owners, captain, and crew.

FATHOMETER soundings, plus your charts, make navigation easier — ensure speedy trips to and from the grounds.

FATHOMETER enables you more quickly to pick up the fishing grounds and determine the location of underwater reefs and valleys.

FATHOMETER helps you to drag your nets accurately along the edges of reefs or through underwater valleys. There is less danger of losing the desired depth contour — no need to waste time relocating it.

FATHOMETER helps you keep your nets off the rocks. It reduces the time required to repair valuable nets and other gear.

FATHOMETER gets you back to port more quickly. Even in fog or darkness you can easily, speedily, follow the channel and avoid hazardous ledges and shoals.

Thus, FATHOMETER enables you to save time in many ways — time you can use more productively catching fish. It results in shorter trips and you bring in fresher fish that can be sold at better prices.

FATHOMETER

REG. U. S. PAT. OFF.

SUBMARINE SIGNAL CO. Dept. 7A
160 State Street, Boston 9, Mass.
Please send additional information on Fathometer.

COMPANY .....

STREET .....

CITY ..... STATE .....

Requested by .....

THIS SEA DOG

KNOWS SOMETHING WORTH-WHILE ABOUT NETTING

Blackie is as good a sailor as any of the crew he ships with . . . and smart enough to know this basic truth:

Fewer holes in a net mean more fish in the daily catch . . . thus more cash in hand when the haul is sold.

That's why so many of the fishermen that our four-legged friend knows insist on GOLD MEDAL netting. They've learned that even though some rips in a net are unavoidable, GOLD MEDAL'S uniform, rugged strength improves their chances to catch more fish.

There's a reason for this dependability. We, alone, among netting manufacturers use twine produced entirely in our own mill. Thus we're able to control production and, year after year, maintain the exacting standards that have made GOLD MEDAL Netting famous.

If you want tough, durable netting that's made to give you plenty of service, be sure you order . . . GOLD MEDAL.

Our Netting Products: *AN&T Coy Linen Netting • Knox's Sea Island Gill Netting • Gold Medal Hanging and Mending Twines • Plymouth Rope • A complete line of Netting accessories.*

GOLD MEDAL NETTING means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable quality.

GOLD MEDAL
The greatest name in netting

The AMERICAN NET and TWINE Division
OF
The Linen Thread Co., Inc.
60 East 42nd Street, New York 17, N. Y.

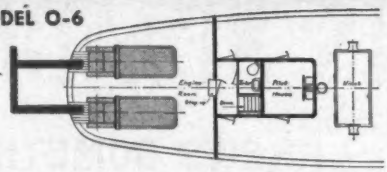
Baltimore 3, Md. • Boston 10, Mass. • Chicago 10, Ill. • San Francisco 5, Cal. • Philadelphia 6, Pa. • Worcester, Mass.

HARBORMASTER
Model O-6, 165 H. P.
Diesel on
Testing Barge

MURRAY & TREGURTHA
HARBORMASTER

THE NEW EFFICIENT
DIESEL POWER
FOR ALL TYPES OF FISHING VESSELS

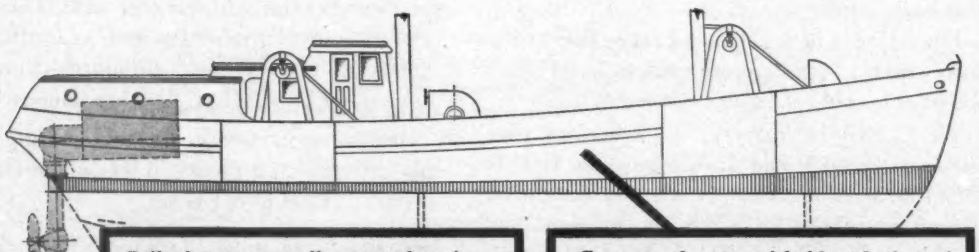
MODEL O-6



With two "Harbormaster" Model O-6 Units a new high in safety and dependability is achieved. Also, one may be switched over to operating the heavy duty deck winch—retaining propulsion and steering control with the other! With the "Harbormaster" you have 360° Propeller Thrust Steering—complete maneuverability in any direction with full power!

GREATLY ENLARGED HOLD · EXTREME LOW IN MAINTENANCE · TOPS IN DEPENDABILITY, SAFETY AND ECONOMY

Here is the first of the "Harbormaster" fishing fleet—powerful, economical vessels that meet the demand of all fishermen! Powered by two 165 H. P. diesel model O-6 "Harbormasters", the illustrated 84' vessel has *100% more hold capacity* than any other comparable fishing craft! By adding additional quarters to the fo'castle it can easily be changed to a trawler. Instant maintenance is possible on the spot due to the exclusive M & T 180° Elevating Mechanism—no more lost time or danger due to fouling of nets or striking submerged obstacles. At last, here is the most dependable, powerful, maneuverable and efficient fishing vessel ever designed. Send today for complete details on the new "Harbormaster" dragger—the safest and most economical craft for fishermen. Also available are complete details on many other types of fishing vessels — all "Harbormaster" powered. Thus all dependably powered!



Bollard tests, as well as actual performances, prove that all models of the "Harbormaster", ranging from 45 H. P. to 330 H. P., give more thrust per horsepower than any other conventional propelling and steering equipment! Thus, in this vessel, you actually get more than 330 H.P. — more *power to do more!*

Compare the size of hold with that of any other conventional dragger or trawler! Length of hold, 33' 6" — beam of vessel, 21' 6". No other 84' vessel can match this new "Harbormaster" craft! Here are new peaks in operating and maintenance efficiency, dependability, safety, and money-making ability!

MURRAY & TREGURTHA, INC.

High Fidelity Marine Engines since 1885

12 HANCOCK STREET, QUINCY 71, MASS., U. S. A.

MATHEWSON MACHINE WORKS — Manufacturing Affiliate

SHERBROOKE MACHINERIES, LTD., SHERBROOKE, QUEBEC — Licensed Mfg. and Distributor for Canada

The Sounding-Lead

By Fred Lardner
Washington Correspondent

GOVERNMENT BUYING— It is reported that Europe must get a minimum of 1½ billion dollars worth of food from the United States in the next 6 months if hungry people are to get partially adequate diets, and the foundation be laid for European recovery. An analysis of Europe's food requirements shows that she will need 140,000 tons of canned fish, of which at least 50,000 tons will be required from United States supplies in the first half of 1946. Canada, Norway, Spain and Portugal will furnish the balance. If this amount is shipped from the United States, the civilian supplies in this country would drop to a rate of 3 pounds per capita, which is about 40% below pre-war consumption, but somewhat larger than that in the past 2 years.

In a tentative budgeting of expected food needs for military services during the next 12 months, the Government estimates that the Army has enough canned and frozen fish so that it is out of the market at present, and it is estimated that 1946 purchases will be small.

NEW ENGLAND LANDINGS— New England's fishing industry in 1945 landed 566,802,000 pounds of fishery products at major ports, breaking all previous records for production. The landings represent a gain of 23 percent over those of 1944, and surpassed the previous peak production of 1941 by about 30 million pounds.

For the third successive year, Gloucester took the lead among New England ports, handling 214,097,000 pounds. Boston, in second place, received 187,594,000 pounds. Third and fourth places were held by New Bedford and Provincetown, Mass., with 100,555,000 and 42,610,000 pounds respectively. Portland landings amounted to 21,946,000 pounds.

Gloucester, New Bedford, and Provincetown all handled more fish than ever before in their history; Portland landings were about of average size; while Boston was still far below its pre-war level, although showing some recovery from the low level of the war period.

Phenomenal growth as fishing ports has been made in recent years by both New Bedford and Provincetown. New Bedford landings have doubled since 1941, and this port now receives about half the New England flounder catch, as well as large quantities of haddock and sea scallops.

Provincetown, which formerly handled little but the catches of mackerel and whiting made in the local trap fisheries, through wartime boom in landings has become one of the top ranking ports of the area, with a fleet of about 45 small and medium sized draggers. The chief species landed at Provincetown are whiting, flounders, cod, and mackerel.

FACTORY SHIP— The Reconstruction Finance Corp. has agreed to continue financing of the Pacific factory ship project which originally was started to aid the War effort. Substantial commitments had already been made in connection with the project, which was well under way several months before V-J Day.

The project, sponsored by the War Food Administration, consisting of a factory ship with refrigeration and canning equipment to process fish, together with four trawlers which will accompany the floating cannery as the fishing fleet, will be made available on a lease basis to the Pacific Exploration Company, Seattle, Washington. The cost of the facilities is not expected to exceed $3,750,000.

The fleet will be used by the lessee to fish for king crab, groundfish, and other marine products in Bering Sea and other Pacific areas. The steel cargo ocean-going vessel, the *S. S. Mormacray*, obtained from the War Shipping Administration, is in process of conversion into a factory ship for the freezing, processing and canning of fish at Bellingham, Wash., and it is estimated she will be completed this year. This vessel is 8368 deadweight tons, 5946 gross register tons, and 3744 net register tons, and will have accommodations for approximately 250

NEW Heavy Duty S-N

Reverse and Reduction Gears for Heavy Duty Diesels

Featuring

Herringbone Reduction Gears

Low Center of Gravity

Complete Self Lubrication

The new heavy duty S-N Reverse and Reduction unit has been approved by U. S. Gov't services after extensive and very severe tests on powerful high speed Diesel engines up to 600 HP. It has been adopted as standard equipment by the U. S. Navy and the British, Canadian and Dutch Royal Navies. Commercially it has been approved by the manufacturers of many of the finest Diesel engines such as Caterpillar, Cleveland Diesel, National, Buda, Murphy and Fairbanks-Morse.

It can readily be furnished either as direct drive or reduction drive, and the ratio may be quickly and easily changed.

The clutches are mechanically released to get maximum clearance and therefore develop no heat either in forward, reverse or neutral.

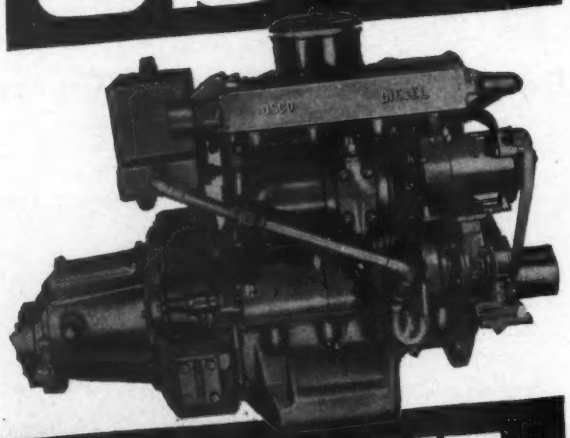
Write for Information to

The Snow-Nabstedt Gear Corp.

Hamden, Conn.

Send for your 1946 "Rules of the Road". *Free*

OSCO



MARINE DIESELS

RELIABLE, STEADY, ECONOMICAL POWER for FISHING CRAFT

Diesel power means "get-there-and-back" at low cost per mile per hour.

OSCO DIESEL means few repairs, quick repairs and replacement parts when you need them.

The OSCO fresh-water cooling system with full cylinder-length jackets, bronze heat-exchangers and manual temperature controls assure a sea-going engine under every condition of wind and weather.

Eight models
2 cyl., 24-, 28-, 30 h.p.
4 cyl., 62-, 70-, 75 h.p.
6 cyl., 77-, 83 h.p.

OSCO Marine GAS ENGINES for those who need them

Osco Still Needs Alert Distributors in a Few Good Markets—Write!

OSCO
2020 E. Orleans Street
Philadelphia 34, Pa., Dept. O

workers, as well as office quarters. It is contemplated that four steel trawlers of approximately 165 tons each, all Diesel powered, will either be built or otherwise acquired to be used in catching and conveying fish to the factory ship.

Operating arrangements are being made to provide the Government and the fishing industry with a maximum amount of useful economic and scientific information from the operation of the project.

FILLET IMPORTS—The Bureau of Customs of the Treasury Department reports that to the end of November, 38,138,060 pounds of fresh and frozen groundfish had been received this year under the special tariff classification covering fresh or frozen fillets, steaks, etc., of cod, haddock, hake, cusk, pollock, and rosefish. The total for the year probably will exceed 40,000,000 pounds.

Imports of these items have grown rapidly in recent years, increasing from an average of under 10 million pounds annually in the years prior to 1942 to 24,545,569 in 1944.

The major portion of the imports, which consist mainly of cod fillets, have been received from Canada. Smaller quantities are received from Newfoundland and Iceland. Prior to the war, these countries exported most of their production of cod as salt-cod, a low priced commodity which did not support a satisfactory economy. During the war they have installed freezers and have produced large quantities of frozen fillets for export to England. The British market will decrease as the fishing fleet in that country returns to normal, and as a result heavy additional exports of fillets to the United States can be expected.

The Tariff Act of 1930 established a duty of 2½ cents per pound for imports of fillets, steaks, etc., of cod, haddock, hake, pollock, cusk, and rosefish. However, the Second Trade Agreement between the United States and Canada, which became effective January 1, 1939, provided for a duty of 1⅞ cents per pound for fillets, steaks, etc., of these species, limited in any calendar year to 15 million pounds or 15 percent of the average annual consumption in the three previous years, whichever is larger. Imports over this amount are at the rate prescribed in the 1930 tariff act (i.e. 2½ cents per pound). The average annual consumption is arrived at by adding imports of fillets, steaks, etc., of the above species to the domestic production. It is estimated that the quota for 1946 will be about 19,500,000 pounds.

The imported fillets are of top quality, and can be shipped to the United States considerably below the present price of domestic groundfish fillets. The tariff of 1⅞ and 2½ cents per pound can be expected to have little effect in reducing the imports, since the cost of fish and the wages of filleters in Canada, Newfoundland, and Iceland are considerably below those in the United States. In 1939 when the declared value of the imported fillets was 7.6 cents per pound the 2½ cent duty amounted to 33 percent of the value; however, in the first nine months of 1945 when the declared value was 19.8 cents per pound, the duty amounted to only 12.6% of the value.

Imports of fillets of the above species during recent years are contained in the following table:

Year	Canada	Newfoundland and Labrador	Iceland	Total	Quota
	Pounds	*Pounds*	*Pounds*	*Pounds*	*Pounds*
1939	9,367,065	46,420	12,800	9,426,285	15,000,000
1940	9,653,497	22,870	46,507	9,739,853	15,000,000
1941	9,743,869	186,937	224	9,931,030	15,000,000
1942	15,905,792	728,290	40,000	16,674,082	17,174,495
1943	14,566,516	1,084,676	672,224	16,323,416	17,804,128
1944	21,335,931	2,529,142	680,496	24,545,569	18,210,658
1945 (9 mos.)	29,386,903	3,263,928	652,496	33,303,327	17,668,311

VITAMIN MARKET—As the only country equipped to produce shark liver oil and other vitamin A oils on a large scale the United States holds a very strong position in the world in this commodity, and with favorable prospects for increased exports, according to the Department of Commerce.

Vitamin A and D, widely used for medicinal purposes, to fortify food, and in poultry and cattle feed, are derived from

"Boston's Finest Trawler"

THE 106 FT. "ESTHER M."

The new steel trawler, "Esther M.", built for Standard Fish Company of Boston, has been acclaimed by her owners as the finest trawler yet delivered to Boston. She is generally considered to be an outstanding vessel, and a distinct credit to her builders.

The construction of the "Esther M." and the recently completed "Bay" represents a continuance of shipbuilding skill and experience which have produced quality and strength in numerous commercial and Government craft over a long period of years.

Mathis is ready to co-operate with fishing vessel owners in meeting their requirements for building, converting and repairing.

JOHN H. MATHIS COMPANY

SHIPBUILDERS SINCE 1880

CAMDEN, NEW JERSEY

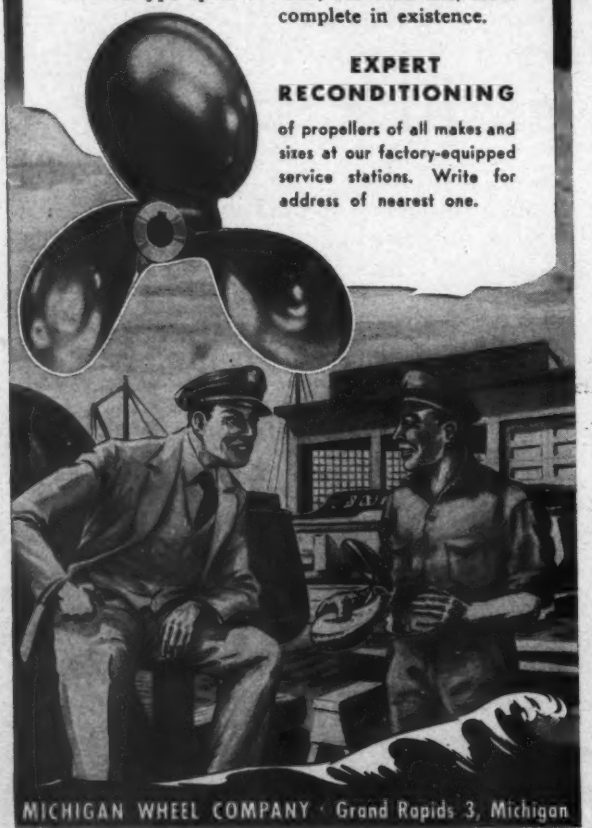
New England Office - - 88 Broad Street - - Boston, Massachusetts

The Trend is Definitely to
MICHIGAN
MACHINED-PITCH
PROPELLERS

More and more boat owners are switching to MICHIGAN propellers as one tells another that MICHIGAN are smoother, faster and last longer. And there are good reasons for these superior qualities. In the first place, our exclusive MACHINED-PITCH process of manufacture absolutely insures INHERENT BALANCE in the water, under actual operating conditions. That means supreme smoothness. Secondly, they're made of MICHALLOY, our special alloy that is tougher and far more resistant to corrosion than ordinary bronze. That means longer life and economy. Thirdly, the design is superior, as you would expect from those who devote all their skill and 40 years of know-how to building the best propellers money will buy. That means top speed and efficiency. If you haven't already done so, try a MICHIGAN and note the difference. Use your present propeller as a spare. Inboard type up to 44" dia.; outboard line, most complete in existence.

EXPERT RECONDITIONING

of propellers of all makes and sizes at our factory-equipped service stations. Write for address of nearest one.



MICHIGAN WHEEL COMPANY · Grand Rapids 3, Michigan

fish liver oils. Cod livers were the first to be used for their vitamin content but shark livers have become the mainstay of the vitamin oil trade within the past five years. Halibut and tuna fish are other chief species used as sources of liver oil.

Production of shark liver oil in the United States has increased enormously since 1939 when the output totaled 132,127 gallons valued at $843,800. Production in 1944 was 796,857 gallons valued at $9,619,365. The bulk of production is on the Pacific Coast, including Alaska, with the remainder coming from the South Atlantic and Gulf coasts.

Due to expanding demand for vitamin A and D, requirements for fish liver oil far exceed supply. Total productive capacity is limited only by the amount of raw material available.

Although the United States is a comparative newcomer in the world market in vitamin oils, vitamins as a group held first place in our drug exports in 1942.

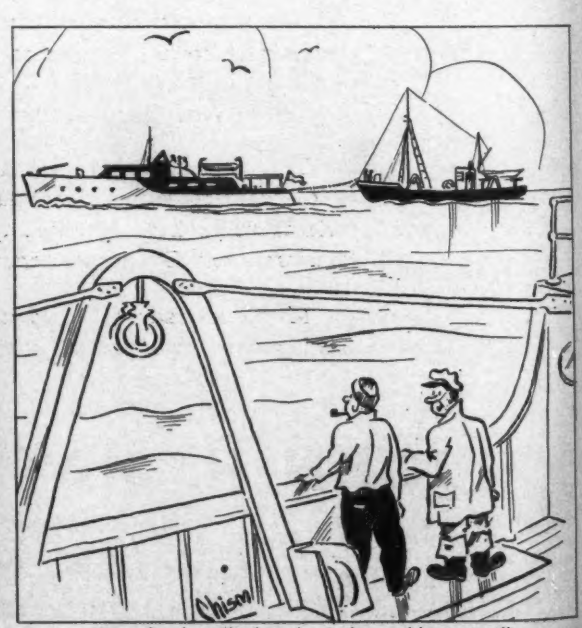
Before the war the United States imported about 95 per cent of all cod liver oil requirements though most of it was refined in this country. Export of cod liver oil amounted to less than 10 per cent of production in 1942. On the other hand export of shark liver oil increased markedly during the war. In 1942 the United States led world production of this oil with Canada the second largest producer. Argentina moved into second place as a world producer of shark liver oil in 1944.

Shipments of large amounts of vitamins to war-devastated areas will probably continue for some time, while Latin America offers a ready market for vitamin preparations.

MEXICAN CONTROL— Claiming jurisdiction over the natural resources of the continental shelf adjacent to the coasts of Mexico and control of fishery conservation zones in certain areas of the high seas, President Comancho of Mexico recently issued a proclamation. This statement of policy was similar to that recently made by the President of the United States concerning the resources off our coasts. The proclamation is quoted in part as follows:

"The Republic reaffirms its right to the entire continental shelf adjacent to its coasts and to each and every one of the known and unknown natural resources contained therein, and proceeds to look after, exploit, and control the fishery protection zones."

SHRIMP PACK— The pack of canned shrimp this season up to December 22, totalled only 113,587 cases against 382,514 a year ago at the same time. The industry anticipates that this season's entire pack will be only 25 percent of the previous year. Raw material supply is satisfactory but labor situation is adverse.



"Lombard really hit the jackpot this season!"

CHAMPION SCALLOP DRAGGER

THE "CAROL & ESTELLE" HAS A FAIRBANKS-MORSE DIESEL

Winner of the 1945 Scallop Dragging Championship at the port of New Bedford was the "Carol & Estelle", baby member of the fleet.

But there was nothing babyish about the way this 71 foot wooden dragger showed her wake to the rest of the scallop fleet as she wound up 1945 with a total haul of 23,925 gallons of Scallops, earning a tidy profit for owner Morris Rosenberg of New Bedford and a nice share for the crewmen.

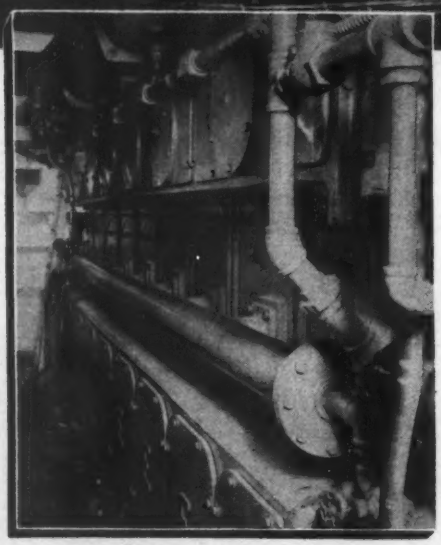
Owner Rosenberg gives a lot of credit for this High-Line haul to the performance of the "Carol & Estelle's" power plant, a Fairbanks-Morse Model 35 F, 150 Horsepower Marine Diesel.

On her 25 trips to the Scallop grounds in 1945, the "Carol & Estelle" encountered no engine trouble and remarkably little time was devoted to maintenance and repair.

Built in 1944 by the Bristol Yacht Building Company at South Bristol, Maine, the "Carol & Estelle" has been fishing for only a little more than a year.

Fairbanks-Morse *A name worth remembering*

Diesel Locomotives • Diesel Engines • Generators • Motors • Pumps • Scales
Magnetos • Stokers • Railroad Motor Cars and Standpipes • Farm Equipment



...powered by ENTERPRISE diesels

One of the largest tuna clippers afloat, this all-steel *Chicken of the Sea* has unmatched power! A 1560 hp. turbocharged ENTERPRISE DMQ-38 Diesel is her main engine and twin DSX-6 265 hp. ENTERPRISE auxiliaries drive her 175 kw. generators. "The Chicken's" crusing range, capacity and refrigeration facilities combine with the smooth power and economical operation of her ENTERPRISE Diesels to insure profitable performance.

ENTERPRISE Diesel power is available for your vessel, too, for replacement or a complete new ship. *Write for details.*

ENTERPRISE ENGINE & FOUNDRY CO.

18th & FLORIDA STREETS SAN FRANCISCO, CALIF., U.S.A.

Cable Address Enterprise DIESEL POWER *"Enterfound"*

Proposed Great Lakes Fisheries Treaty

Summarized and Commented Upon by John R. Schacht, Pres., Great Lakes Fisheries Assoc.

ON December 20 Congressman Alvin Weichel of Sandusky, Ohio, introduced a bill to order the Department of State and the President to cease negotiations, activities and attempts to give away the rights of the people to the fish, marine food and fishing industry of the Great Lakes, by way of agreement, treaty or otherwise. With this bill, a copy of the proposed International Treaty, to control the Great Lakes fisheries, was appended.

Summary of the Proposed Treaty

Preamble. The preamble recited the decline of species and need for joint protection. Treaty must be signed by the President, for the United States, and by the King of England, for Canada.

Article 1. The treaty shall apply to Lake Ontario, Lake Erie, Lake St. Clair, Lake Huron, Lake Superior, Lake Michigan, the connecting waters, bays and component parts of each of these lakes and the St. Lawrence River from Lake Ontario to the 45th Parallel of Latitude. The International waters of Northern Minnesota are not included. Further on in the treaty the commission created is given power to determine the boundaries of waters, and which waters are included in the general classification.

Article II. A commission is to be created to be known as the International Commission for the Great Lakes Fisheries, and is to be composed of two National Sections, a United States Section and a Canadian Section.

The Commission shall be composed of six members, three from the United States and three from Canada.

The three members from the United States shall be one representing the fishery agency of the United States, (presumably from the U. S. Fish and Wildlife Service); one to be chosen by the President of the United States from a list of two or more, named by the states, and one person qualified to represent the public at large, by reason of his knowledge of the fisheries of the Great Lakes. The three members from Canada are practically to be representative of similar groups in Canada. The chairman and secretary of the Commission must be from different countries, hold office for two years, and rotate. Each Commissioner is to have one vote, and the majority is to rule. As to Lake Michigan, each United States Commissioner is to have one vote, and two constitute a majority. Advisory Committee may attend all meetings of the Commission, except executive meetings. Commission shall meet at least twice a year.

Before any meeting, at which regulations are to be adopted, a hearing, or hearings, shall be held by the Commission, and as to Lake Michigan by the United States Section of the Commission, at places on the lake, or lakes, affected, and shall be open to fishermen and all others interested, except, in cases of emergency, when no hearings need be held.

Regulations shall not become effective for one year after the date the treaty has been adopted.

Article III. The Commission shall formulate and recommend specific research programs, by appropriate agencies of the two Governments. This shall also cover gathering of statistics on fish and fishing, hatcheries, silt and pollution, fish trends, etc. No laws or regulations to interfere with scientific investigation.

Article IV. The Commission may make regulations fixing: (A) Open and closed seasons for all species; (B) Open and closed waters; (C) Size limits of each species; (D) The time, method and intensity of fishing; (E) The type and specifications of the nets, gear, apparatus and appliances; (F) Methods of measurement; (G) The extent and nature of stocking operations; (H) The introduction of new species; (I) Catch returns and other statistical records as may be necessary.

Regulations made under this section shall be uniform for each lake or equivalent in their effectiveness, in the waters of each country, as determined by the Commission. However, the Commission may from time to time make such regulations for each lake separately, and may establish zones within a lake, and make regulations for the various zones of that lake, in accordance with the differences in conditions.

United States Section, alone, shall exercise all powers and functions of the Commission relative to Lake Michigan, having due regard to the necessary interdependence of regulations with those for the other lakes.

Regulations made by the Commission for United States International Waters, and by the United States Section for Lake Michigan, shall not become effective, until approved by the President of the United States. Regulations made by the Commission for Canadian waters must be approved by the Governor General of Canada in Council.

Article V. The high-contracting parties agree to provide for the enforcement, whether directly or through state and provincial Government, or by other means. It is understood that in the United States waters the regulations for each lake may be enforced in the first instance by the enforcement agencies of the states. Commission shall keep informed on enforcement, and adopt suitable means where enforcement is lax.

Article VI. The various states affected and Ontario may pass regulations as will give further protection, if not inconsistent with the provisions and regulations adopted by the Commission.

Article VII. Prohibits shipment, sale, etc., of fish taken in violation of regulations.

Article VIII. Licenses may be issued by the states, and fees for same be set by the states. (While treaty does not particularly provide that states shall retain such fees, it is to be presumed that the fees will be retained by the states.)

Article IX. Treaty is to be made for ten years.

Absolute Control

The treaty gives absolute, unlimited and autocratic control over the Great Lakes fisheries to the International Commission. Nothing is left in doubt. Article IV provides they shall fix seasons, open and closed waters, size of fish, type of gear, and to make doubly sure nothing is overlooked, Section D provides they shall have control over "the time, method and intensity of fishing." Under that provision they could set quotas, shorten or lengthen seasons at will, limit the amount of gear, in fact do anything they saw fit, and from their decisions there would be no appeal to any tribunal. All would be done in the name of conservation! I cannot conceive of a more abject surrender of the rights of the states in these fisheries, rights which have been theirs from the beginning, rights which once surrendered, probably, could never be regained.

Inland Canadian Lakes—Lake Michigan

Although Canada has large inland lakes, not a word is said about them in the treaty, yet Lake Michigan, which lies wholly within United States territory is to be included. True it is provided that only the United States Commissioners shall have a voice in regulations affecting Lake Michigan, but they provide that in making regulations for Lake Michigan due regard must be given to the necessary interdependence of such regulations with those for the other lakes. Surely that can mean but one thing, that Canada would have some say about these regulations, while we would have no voice whatever in the control of Canadian inland lakes, lakes that are fished commercially, and whose production comes in direct competition with the United States production on the Great Lakes. Is this fair to the American fisherman?

(Continued on page 43)

Eliminating Propeller Shaft Trouble

Capt. Elwell B. Thomas Tells How Proper Care Minimizes Problems

IN writing this article I am fortunate to have the help and advice of a man whom I believe to be the best versed person on propeller shaft troubles in this section. This man, Charles B. Palmer, has untangled approximately two dozen shaft difficulties at my yard during the past year and the results have been surprisingly satisfactory to the owners. "Charlie" figures that shaft trouble in a fishing boat is something like tooth trouble in a human being, both being apt to have totally unexpected and far reaching effects. The curing of either may result in the curing of troubles very distantly related.

Some of the reasons for shaft trouble are: a. Improper shaft alignment when the shaft and machinery are installed, b. Changing of shape of the hull after hull is launched if alignment is made while vessel is hauled, c. Settling and change in shape of the hull as vessel ages, d. Use of old shaft that is worn or deteriorated out of true, e. Use of crooked shaft, f. Use of poor bearings and their improper mounting, g. Use of a wheel which is out of balance, h. Use of improper couplings which are not balanced and which may not be properly machined, i. Tightening of lags on engine which may settle the engine sufficiently to cause misalignment.

One situation that Charlie and I ran into was in a small dragger. The owner complained of an inside stuffing box that he was unable to keep tight. After hauling the boat we measured the amount of kink in the end of the shaft outside of the stern bearing. Finding only very slight misalignment there we decided to look for the trouble elsewhere. Since both stuffing box and stern bearing showed excessive and uneven wear we drew the shaft. Upon drawing and checking it for straightness we found that apparently the wheel had struck some heavy object at one time or another. Instead of bending the outer end of the shaft, as is common, it had put a rather serious kink in the shaft between the stuffing box and stern bearing. Therefore, if the wheel strikes an object with enough force to damage the shaft, the checking of the shaft is not sufficient. It must be drawn to insure perfect alignment and a straight shaft.

In a somewhat larger dragger on which we operated last summer, there was an incurable stuffing box leak. When we began to make our tour of inspection we found the stuffing box to be worn egg shaped so we broke her coupling and everything seemed to align. But we were suspicious of it and drew the shaft only to find that it was tremendously worn where it passed through the stuffing box. We then fitted a cap on the stern bearing and a new box on the inside and next fitted the new shaft. The inner end of the shaft was over an inch above where the old shaft came in relation to the engine. Through the years the boat had settled to such extent that misalignment became that bad. Had the owner frequently broken his shaft for inspection, he would have discovered the situation and saved the wearing of a good shaft.

Installation and Care

We have run into much trouble from shafts installed by people who did not understand their work. Poorly installed bearings are a frequent sign of improper shaft installation. When bearings are nailed down any old way to a chunk of wood installed in a hit or miss manner, there is bound to be trouble. We have found that the pillow block bearing bed should be a solid floor running right down to the keel or else a stout piece of oak running across from one frame to the other.

We also have found that it is a common fault that not enough bearings are installed, especially if the engine is well forward. Shaft whipping and trouble all around result from such installations. Bearings and stuffing box frequently receive poor care. The stuffing box and stern bearing are not repacked when necessary and in many cases the stuffing box should be fitted with a grease cup. Then too, the pillow block bearings are seldom, if ever, greased.

If wheels are damaged, they should be repaired by an expert. Faulty wheel repair may result in vibration that will wear shaft and bearings as well as cut down speed and efficiency. It is better not to let a wheel go on until pieces break off and throw the wheel out of balance with resultant vibration.

Experience has shown us that in the normal boat of less than 40′ in length, it is advisable to use a shaft in one piece. One reason is that the coupling between the two shafts is apt to run in bilge water to a considerable extent. The rusting of the couplings makes it extremely difficult to break them for inspection of alignment or to make repairs. Also the coupling is apt to be down between wellhead and stuffing box and hard to get at as well as making the stuffing box difficult to work on and repack. Another bad feature of the shaft being in two pieces is that the coupling furnishes two more possibilities of misalignment. If it is desirable to draw the shaft, the procedure is so much easier with the single shaft with the coupling up next to the engine and apt to be fairly dry and relatively free from rust. We have found cases with the shaft in two pieces where the after coupling was so badly rusted that before removal it became necessary to cut the shaft. Charlie's shaft experience does not induce him to favor the intermediate shaft to be of steel if two sections of shaft are used, and in this I heartily agree with him.

We drew the shaft in a small tug recently and found it to be so old that chunks were coming off in layers. This situation was bad from many angles. One of them is that the chunks of shaft dropping off could cause the shaft to be out of balance and thus set up a vibration. A shaft should be drawn quite often and replaced occasionally before it could get into any such condition.

Very small shafts in small launches have given us trouble and we do not recommend a shaft diameter of less than one inch in the smallest launches. We believe that it is well to use an oversize shaft with its accompanying oversize stuffing box, stern bearing, and pillow block bearings, say, one quarter inch larger than regularly used.

Propeller Installation

Some argument can be found pro and con on the distance that the wheel should be placed abaft the stern bearing. In fact there are two schools of thought on the subject and both have good arguments. Those who believe the wheel should be well abaft the stern bearing argue so because the water around the wheel will be less broken and the blades of the wheel will not strike into the deadwater just abaft the stern post with the resultant vibration. However, the other school of thought which favors a short distance between stern bearing and wheel argue so because the longer shaft is apt to cause a whip and also, should the wheel hit anything, it will do far greater damage to the shaft. Our experience leads us to believe that the shorter shaft is the better answer and we favor placing the wheel only just far enough abaft the stern bearing to enable the stern bearing to be comfortably packed.

A thing which we favor is the frequent renewal of wheel nuts. We have found that owners often will let these go until they are in danger of dropping off with probable loss of the wheel. Stuffing box and stern bearing lags should be removed for inspection and the best quality should be used.

We like to install boxes which take many turns of flax packing for we have had the best results with these. Also we like a heavy flange preferably bored for 4 or 6 lags and we prefer the type of cap that is threaded and screws on, to the type which takes up with two or four nuts on studs. The reason for this preference is that the nuts may be taken up by other than a skilled man at some time or other with the result that it is not aligned with the shaft which will become scored.

A big fault in the design of nine vessels out of ten is the miserable arrangement of getting at the lower lags of the stuffing box. Generally being down near keel and garboards it is mighty hard to get at. If the shaft log could be run forward into the vessel a bit longer, it would bring the box higher out of the confines of the bilge with much greater accessibility.

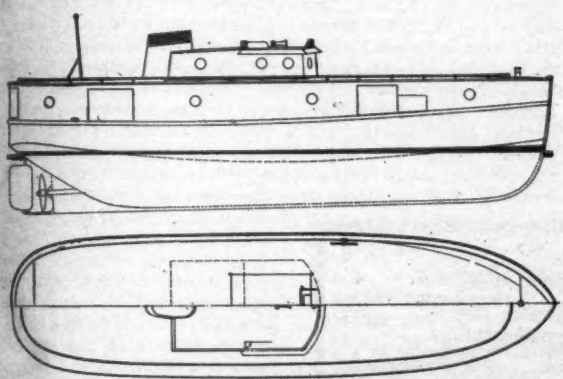
Gill Netter "Sir Knight" Added to Michigan Fleet

Has Spun Glass Insulation, Fish Box Tracks, Improved Door Fittings, and Good Deck Drainage

THE 52′ steel gill net fish tug, *Sir Knight*, designed by A. M. Deering, Naval Architect of Chicago, and built by the Marine Division of Hugh Lee Iron Works, Saginaw, Michigan, for Capt. Walter J. Scott, Jr. of Alpena, Michigan, was launched December 12. She was christened by Miss Marian L. Lee, daughter of the head of the yard.

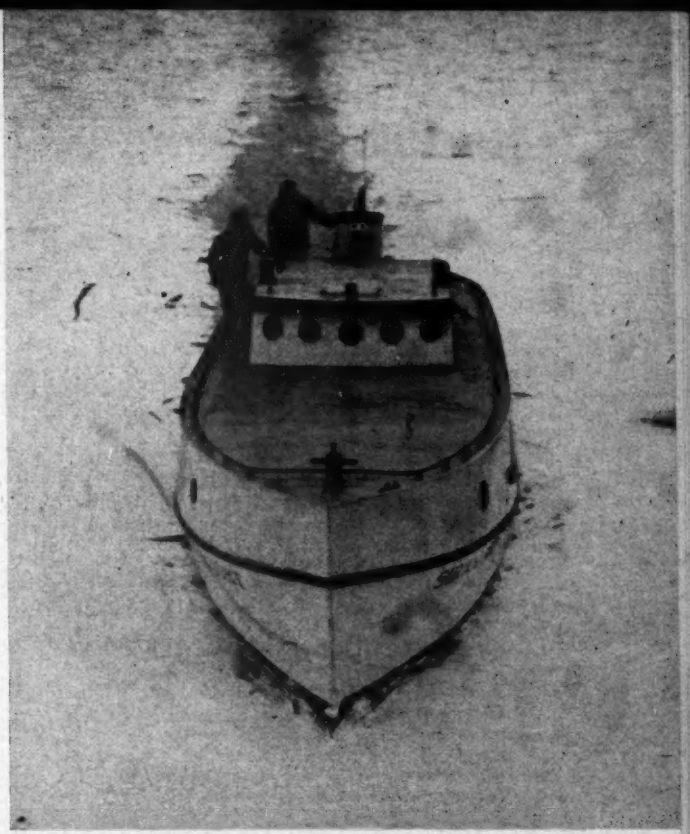
Capt. Scott took delivery of this addition to his fleet December 15, taking the tug to Alpena on Thunder Bay and from there to Manistee, where he will fish. He made the run from the builder's yard down the Saginaw River to Saginaw Bay, a distance of 18 miles in 1 hour and 45 minutes through ice from 2½″ to 4″ thick.

The *Sir Knight* is 52′ overall, with 13′ beam, 5′6″ draft, V bottom, and of all-welded construction. The hull is of ¼″ steel plate, frames are of 2½ x 1½ x ¼″ angles with 12 and 15″ spacing, and the keel is ¾ x 6″.



Profile and deck plans of the "Sir Knight".

The boat is powered with a 6 cylinder, 165 hp. Gray Diesel with 4.4:1 Twin Disc reduction gear, swinging a Michigan cast steel 36″ x 34″ wheel. The 2½″ steel propeller shaft turns in a Goodrich cutless rubber bearing. Two fuel tanks of 300 gallons each are built in the hull, and a Kraissl duplex filter is installed in the fuel lines.



The "Sir Knight" cutting through the ice of the Saginaw River.

Connected to the Gray Diesel with V-belt drive is a Marine Products bilge pump that is hooked up to pump the bilge should it be required, while its main purpose is for flushing the decks. Scuppers are provided so that all deck flushing water will run overboard and not into the bilge.

Wiring for lighting is from the 12-volt system and operates 8 ceiling fixtures in the cabin and 2 in the engine room. A 110-volt system also is provided with an extension cord to connect with the dock circuit to be used when laying at dock.

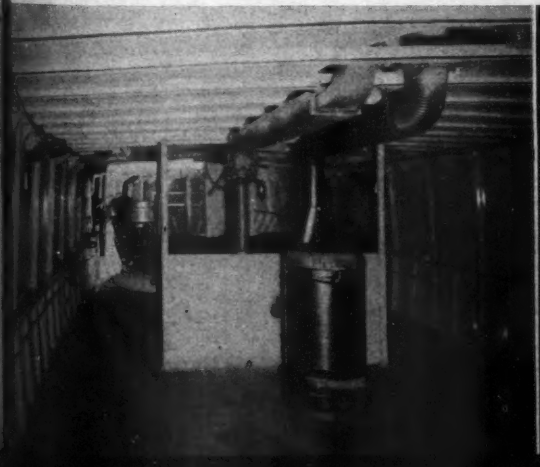
The pilot house is directly over the engine room, and its deck is made of portable flats so that the engine can be removed readily. The cabin is insulated with spun glass insulating blocks, stud welded to the under side of the top deck.

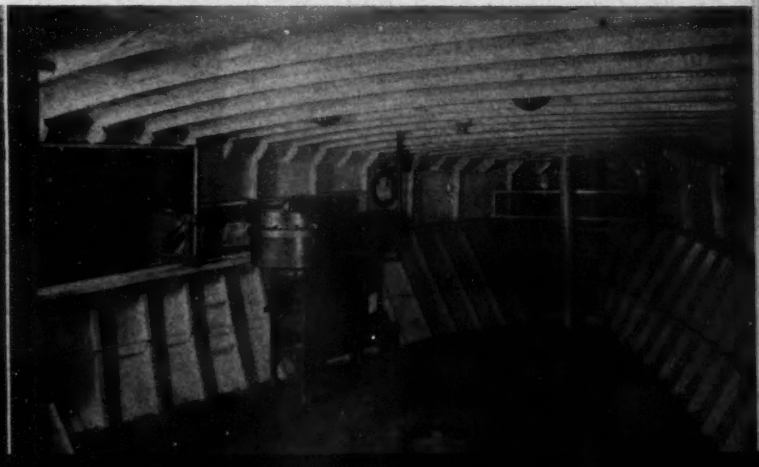
The main deck and pilot house deck are treated with Dolfinite "No Skid" deck paint. There are smooth tracks on the main deck to provide easy moving of fish and net boxes without causing wear to the boxes.

The steering gear consists of a 36″ wheel in the pilot house and a 30″ wheel at the net lifter, port connected to ½″ cable with bronze chain and sprocket wheels. The throttle is con-

(Continued on page 30)

Below, left, looking forward on the main deck of the "Sir Knight"; and right, the net lifter and forward end of main deck.





The Proper Icing of Fish at Sea

Assures a Higher Quality Product, Less Waste and a Better Pay Load

THE correct icing of fish at sea is of great importance to the fisherman. From 50 to 60 percent of a trip's profit may be lost if the quality of the catch is reduced through inadequate or incorrect icing. For the realization of maximum profits, therefore, it is essential that attention be given not only to the optimum quantities of ice to be used but also to the most effective icing procedures.

In general, the method of icing now followed by New England trawlers is similar to that which has been found to be the most effective in most other regions of trawler fishing. In preparing the pen for the fish, a layer of crushed ice is first placed on the flooring. This layer should be at least two inches in depth—the additional thickness being determined by the estimated length of the trip. The following guide may be used with good results:

Duration of Trip	Depth of Ice on Flooring of Pen
1 – 2 days	2 – 3 inches
2 – 4 days	6 inches
4 – 8 days	8 inches
More than 8 days	Plus 1 inch for each 24 hours

After the bottom layer of ice has been put into the pen at the desired depth, one or two layers of fish, depending upon their size, are placed over it in such a way that the ice layer is no longer visible (Figure 1). Another layer of ice is then placed over the fish in such a way that, while the fish are no longer visible, the layer of ice is progressively thicker away from the center and toward the sides. It is extremely important that this ice layer be concave on the surface, as described, so that the pile can adjust to subsequent settling and melting. Alternate layers of fish and ice, similar to those described, are then placed in the pen until it has been filled. The last or top layer of ice is about a pen-board, approximately 9 inches, in depth and is rounded over (piled up) in the center (Figure 1).

During settling and melting, the layers of fish in the pen will gradually change from flat (horizontal) to slightly rounded (concave) as in Figure 2. This shift is most desirable, because it allows for good drainage of water and fish slime from the pile. With respect to this drainage, it is highly desirable that the base layer of ice be at least two inches in depth when the trip returns to port. This prevents the bottom layer of fish from remaining in pools of slime which have drained down with the water from the melted ice.

The quantities of ice to be "taken-on" for a trip must, in the final analysis, rest upon the judgment of the skipper since the characteristics of pens vary with individual boats. In general, however, the quantities of crushed ice may be estimated as follows:

Large trawlers of over 200,000 lbs. of fish capacity; Winter—approximately 50 tons, Summer—approximately 80 tons. Large trawlers of from 100,000 to 200,000 lbs. fish capacity, Winter—30 tons, Summer—50 tons. Medium trawlers of from 50,000 to 100,000 lbs. fish capacity, Winter—20 tons, Summer—30 tons. Small trawlers under 40,000 lbs. of fish capacity, Winter and Summer—depending upon type of fishing—sometimes none.

Capt. Joseph Authier, owner of the 53′ *Elenore K.* of Vineyard Haven, one of the pioneers in the hake fishery, has demonstrated the need for better icing of hake. He says that proper handling assures better quality fish that sell for more money.

Capt. Authier claims that four tons of ice are required for a 30,000 lb. trip of hake. When he gets on the grounds, he covers the hold bottom with a good layer of ice, then takes out the balance of the ice and places it on deck under a canvas cover. As the fish are run into the hold, the ice is sprinkled in continuously with the fish. The fish are dumped into one hold compartment and allowed to overflow into the other pens. If pen boards are not used and the fish are allowed to slosh around, the scales are rubbed off, causing the fish to have a slimy appearance.

It is reported that many of the hake boats take out only one ton of ice which doesn't allow them to mix any ice with the fish, there being only enough for a shallow layer on the bottom of the hold.

With the ending of the war the fishing industry must look forward to increasing sales competition, both from within the industry and outside. Emphasis on market quality of fish will steadily increase—particularly as efforts are made to develop inland markets. In view of these prospects, the importance of correct icing at sea cannot be overemphasized. It is a factor for every fisherman's serious consideration.

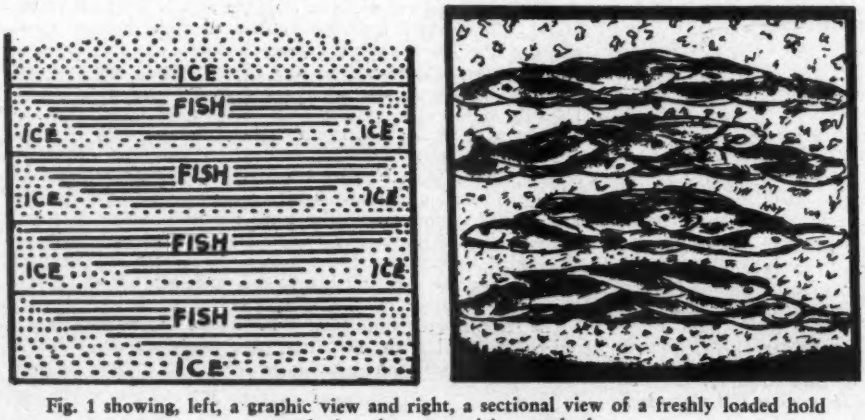


Fig. 1 showing, left, a graphic view and right, a sectional view of a freshly loaded hold employing the proper icing method.

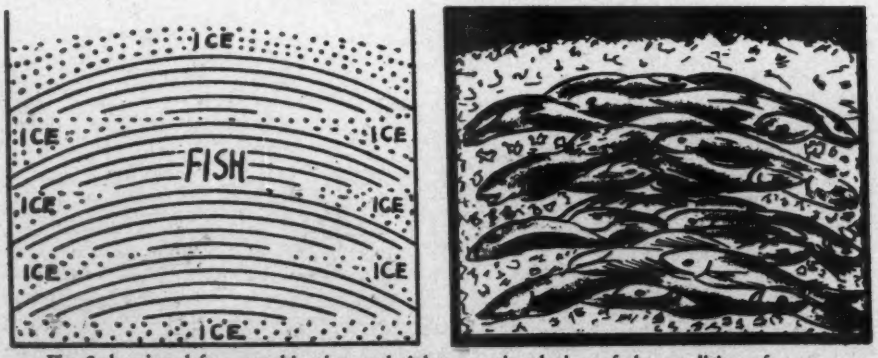


Fig. 2 showing, left, a graphic view and right, a sectional view of the condition of properly iced fish upon reaching port.

Boston steel dragger "Lucky Star", skippered by Dennis Hayes.

92-Foot "Lucky Star" Lands Maiden Trip

The new 92′ 6″ steel dragger *Lucky Star* owned by Lester T. Vickers and John R. Nakash of Boston, landed her maiden trip this month under command of Capt. Dennis Hayes. She weighed out 100,000 pounds of fish, including 86,000 haddock, from an eight day trip, during which some stiff breezes were encountered. The vessel proved exceptionally seaworthy, took no solid water on deck, and was able to fish continuously.

The *Lucky Star* was built to A.B.S. specifications by Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wisconsin and was designed by John B. Peterson, chief engineer at the yard. The vessel has a beam of 21′ 9″, a 10′ extreme draft and 10′ 9″ depth moulded. The fish hold is 24′ long and has a capacity of 170,000 lbs. On her trial, with 70 tons of ballast in the form of sand bags, she made a speed of 11.2 knots.

The vessel has been laid out to provide maximum ease of operation. Heavy equipment has been installed throughout, and special consideration given to providing extra strength and protection at all critical hull points.

Accommodations are provided for 8 in the fo'c's'le, 2 in the pilot house stateroom and 6 below aft. Normally a crew of 15 will be carried. Toilets are located aft of the fo'c's'le companionway, in the port side of the stateroom and on the after deck. A sizable galley, with stainless steel sink, is situated in the after section of the deck house.

Three fuel tanks, holding 6500 gallons, are placed thwartships directly aft of the hold, where consumption of fuel can counterbalance the addition of fish. Piping is arranged so that fuel can be drawn from any tank in order to provide proper trim in relation to towing operations.

Propulsion power is supplied by a DMG-6, 12 x 15 Enterprise Diesel developing 400 hp. at 400 rpm., and swinging a 64 x 38 Columbian propeller. The engine is fresh water cooled, and direct reversible with sailing clutch. It has a front power take-off to drive a 10 kw. Imperial generator and the New England "Highliner" winch which carries 400 fathoms of 13/16 Roebling wire and is controlled from the winch room under the forward section of the pilot house.

The auxiliary set is a 16 hp. Lister-Blackstone Diesel unit which operates a 10 kw. Kurtz & Root generator, 20 cfm. Quincy compressor and 2½″ Goulds pump. Batteries are 110 volt Willard. A heating boiler, in the engine room, supplies heat for the entire vessel.

Pumping equipment comprises an Edson hand deck unit, Aurora electric centrifugal fire and fish wash pump, and turbine and plunger type bilge pumps.

Other equipment aboard the vessel includes Edson 4A reduction gear steerer with cable leads to a 42″ quadrant, 5 hp. New England fish hoist, RCA 75 watt radio telephone, Kelvin-White 8″ spherical compass, Bludworth direction finder, Submarine Signal Fathometer, and Shipmate oil burning galley range.

"Esther M." Trawl Winch Has Electric Drive

The new 106′6″ welded steel trawler *Esther M.* built by John H. Mathis Co., Camden, N. J. was recently delivered to Standard Fish Co. of Boston, Mass. Her skipper is Capt. Clyde Devine, while Clyde Stewart is shore captain for the company. During her trial run, the vessel made a speed of 10.6 knots.

Designed by John G. Alden of Boston, the vessel is similar to the *Bay*, having an identical hull, fo'c's'le and pilot house. However, she has no enclosure over her after deck, and her winch engine is located in the engine room rather than in the forward part of the deck house. This space has been utilized for staterooms for the mate and cook, with the result that the 2 engineers' staterooms below have one berth each instead of two.

A special feature of the *Esther M.* is her electric trawl winch equipment which comprises a 6 cylinder 120 hp. General Motors Diesel, direct connected to a 60 kw. Electric-Dynamic generator. The generator supplies current directly to a 75 hp. Electro-Dynamic motor which in turn is connected to a Bromfield Model 900 worm driven winch through a Falk-airflex coupling.

The entire unit was designed by Bromfield, and has a simplified torque control which operates on 1½ amperes of current and controls the output of the generator to the motor. If a sudden overload is placed on the motor, no possible damage can be done to the electrical equipment because all large contractors and resistors are eliminated. The control box is located over the motor inside the forward bulkhead of the deck house, and is connected with levers on either side of the winch.

The Bromfield gallows frames have a new type self-lubricating hanging block, fitted with a large grease reservoir. Friction caused by the rotation of the sheave generates heat that melts the grease which feeds onto the shaft bushing. For the sheaves on the bollards, which lie flat, Bromfield has developed a hollow pin with built-in spring plunger which moves when the sheave rotates, forcing grease through a hole in the upper part of the pin into a groove in the bushing. The grease supply for both units requires replenishing only before each trip.

The *Esther M.* is equipped with a supercharged 550 hp. Atlas Diesel and a 16 hp., 110 volt "Deseco" Lister-Blackstone Diesel auxiliary set. Other equipment includes Webbperfection oil burning range, 110 volt Willard batteries, 300 lb. Danforth anchor, Submarine Signal Fathometer, 50 watt Hallicrafters radio telephone, Kelvin-White compass, Bludworth direction finder and Teleflex system of engine order telegraphs.

Mathis is now building the 110′ steel trawler *Bonnie* for Hyman S. Trilling of Boston, to be powered with a 575 hp. Fairbanks-Morse Diesel; and a 110 footer for Pan Trades, Inc. of New York, to have a 550 hp. supercharged Atlas Diesel.

The 106′ "Esther M.", owned by Standard Fish Co., Boston.

Great Lakes Herring Key to Declines

According to Dr. T. H. Langlois, Chief of the Fish Management Section of the Ohio Division of Conservation and Natural Resources, the fluctuation of the Lake Erie herring catch may be the key to declines in production of certain other food fishes in the Great Lakes. Herring, which seemed destined for extinction, were caught in increasing quantities this year. Dr. Langlois stated that besides overfishing, other factors such as unfavorable hatching and growing conditions, are responsible for periodic scarcities of certain species.

Dr. Langlois asserted that the misuse of land drained by tributary streams to Lake Erie had resulted in a loss of top soil which was carried as silt into the Lake, causing roily water and bringing about conditions unfavorable to the hatching and survival of certain species, such as herring. This fish feeds throughout its life span on small floating organisms. These organisms are unable to survive in the Lake as the result of a lack of sunshine, caused by the roily water.

Dr. Langlois declared that the yellow pickerel is somewhat more tolerant of these changing conditions, but the catch usually drops off after a series of years when the streams run high in March, April and May, with melting snow and heavy rainfall.

Big Cornucopia Herring Catch

Herring production at Cornucopia, Wis., for the season recently ended was the largest on record, despite difficulties encountered due to a scarcity of dressers. The season was one of the earliest and longest for many years.

Daily receipts were steady throughout the season, reaching their peak on November 18 with 114,000 lbs. being taken. The largest daily catch by any firm or individual was made by Hanson and Hanson on November 15, when 12,000 lbs. were caught. Stark Brothers had the highest season receipts for any individual boat, with 162,680 lbs.; followed by Tony Evanow, 134,445 lbs.; and Charles & Son, 132,030 lbs.

A total of 1,798,880 lbs. was produced. With the herring packed at Port Wing and Herbster and with the fresh stock delivered, the grand total was well over 2,120,000 lbs.

Return of Smelt Not "Unmixed Blessing"

Michigan commercial fishermen recently informed the State Conservation Department that the apparent return of smelt to upper Great Lakes waters this year is not an "unmixed blessing". Herring and whitefish catches are said to have improved during the years when smelt was absent from the Lakes. Researchers from the Department have been assigned to study the effect of smelt on more valuable food fishes.

Tug Launched at Holland Yard

A 38′ steel-plated fish tug was launched at the Campbell Boat Co., Holland, Mich., on January 3. The vessel is owned by Sewer Brothers, Saugatuck.

Dead Fish Found in Saginaw

Dead fish, numbering in the thousands, were observed floating on the surface of Saginaw River, Mich., by commercial fishermen the first week in January. How recently the fish were killed cannot be accurately determined, as the River was completely iced over until a recent thaw; but it is evident that something must have cut off the air or food supply needed by the fish to exist.

Ohio Fishing Improves

Fall fishing by the Vermilion, Ohio, fleet showed an improvement due to the increase in whitefish catches and the return of the herring. The season was the first in twenty-five years in which herring of any quantity were taken from Lake Erie. During World War I and for a year or two afterward, tons of these fish were brought into Lake Erie ports by the use of bullnets.

The 38′ tug "Ingra N" owned by Herb Campbell of Charlevoix, Mich. She is powered by a 6 cylinder, 65 hp. Kermath gasoline engine.

Maryland Completes Chesapeake Study

Maryland oysters are just as tasty and fat as they ever were, but there aren't nearly as many of them, according to James B. Engle, aquatic biologist of the Department of the Interior who recently completed a two-year study of the Chesapeake Bay.

Mr. Engle said that while it is true that production is down by 80 per cent, oystermen are still getting as many pints per bushel as they did 50 years ago.

Admitting that Chesapeake oysters, particularly those in the upper part of the Bay, may taste slightly less salty this year because of the heavy rains which have lowered the salinity of the Bay, Mr. Engle declared this is only a temporary condition. He added that the flavor of oysters from southern areas of the Bay hasn't changed.

Mr. Engle declared that when Maryland oystermen were marketing 12 to 15 million bushels of oysters yearly, they were overworking the bars, which reduced the Bay's oyster output to its present level.

The Maryland Department of Tidewater Fisheries is planning a systematic rebuilding of depleted areas. According to Mr. Engle, Old Rock, in the upper part of the Bay, has been restored from almost complete depletion by the efforts of the Department. He maintains that careful planning and planting will restore many of the depleted areas.

Oystermen Hampered by Ice

A cold wave which hit the Chesapeake Bay about three weeks before the Christmas Holidays caused a stoppage of all oyster catching for several weeks. Boats were unable to enter any harbor of the bay or tributaries due to ice, until the last week of December when the weather moderated. Smith's Island, where there are more dredge boats than on any other point of the Bay, was entirely cut off from the mainland.

Crisfield to Request Laboratory

A committee from Crisfield, composed of representatives of the seafood industry, will meet with the Board of Public Works to request an appropriation for the establishment of a laboratory at Crisfield for technological research in all branches of the industry. A small laboratory unit, under the supervision of Prof. Clifford Byrd, is already functioning, but a shortage of funds and personnel has made it impossible to utilize the unit to the fullest extent.

Oyster Demand Continues Good

In former years the demand for oysters has slackened after the Christmas Holidays, but during the last few years and this

Virginia Commission Drafts Legislation

In an effort to tighten Virginia's fishery laws in the interests of conservation, the Virginia Fisheries Commission recently proposed an 11-point Legislative program. The group recommended that it be given authority to establish oyster seed beds, plant shells, close or open any area of the public rocks for the purpose of repletion and rehabilitation, establish charges for oysters taken from such areas, and to set a maximum tax of 10c on seed oysters carried out of the State.

To aid in making the 400-square mile crab sanctuary effective in the lower Chesapeake Bay, the Commission urged an amendment to make it unlawful for any person to possess sponge crabs in the sanctuary area. The Commissioner of Fisheries would be given authority to shorten the season for taking sponge crabs in any waters under Virginia's jurisdiction.

Also proposed was a license fee of $2.50 for each person catching crabs by any means, unless the crabs are being taken for the catcher's immediate household use. In this connection, the commission pointed out that many people, particularly on the Eastern Shore, earn a living by catching crabs by hand, and that they pay no license.

Other Legislation recommended by the Commission would prohibit the use of patent trot lines on a crab pot license and vice versa; clarify the statutes on crab dredging in Chesapeake Bay and Hampton Roads; fix at 15 pounds the maximum poundage of rockfish that may be legally caught; authorize the Commission to shorten by two weeks the season for catching shad, should such action be deemed wise; authorize the Commission to extend applications for oyster grounds for 6 months instead of 90 days; and to change various license fees as follows: patent tongs, $12; ordinary tongs, $5; ordinary clam license, $3.50; pound net, $7.50; haul seine (short), $10; fyke net, $3; gill net, $3 minimum; trot line, $3; float net, $3; dip net, $2; purse net, $1.25 per gross ton; and buy boat license, $10.

Oystermen Re-elect Bloxom

O. A. Bloxom, who has served as president of the Virginia Oystermen's Protective Association for several terms, was re-elected to that office at the Association's annual meeting held at Newport News on December 27. William Ensley, Messick, was elected first vice-president; J. C. Curtis, Denbigh, second vice-president; W. H. Brock, Newport News, treasurer; and E. T. Freeman, Jeffs, secretary.

Potomac River Oystermen's Assn. Formed

The initial step in the formation of a joint seafood Commission for Virginia and Maryland and the revision of existing laws for the control of the fishing industry along the Potomac River, began recently with the organization of the Potomac River Oystermen's Association. Meetings of oyster interests all along the River are planned for the near future, and work has already been started on plans for revising Virginia's oyster laws.

One of the principal objectives of the organization will be the promotion of a Virginia-Maryland commission, along the lines proposed recently by Governor Herbert O'Conor of Maryland.

Such a commission would have power to impose regulations on the Potomac industry, working in close cooperation with the Oystermen's Association. Oystermen declare that such a system of control would eliminate much of the friction which now results due to conflicting regulations of the two States.

season the demand for oysters has continued good, and prices have been high. Packers have been able to secure more shuckers than last year, and private planters have been able to secure more tongers.

Several boats which were considered useless have been repaired and newly equipped, and are making their owners large returns. Some of these boats carry 2,000 bushels of shell oysters.

Capt. Lawson Gets New Boat

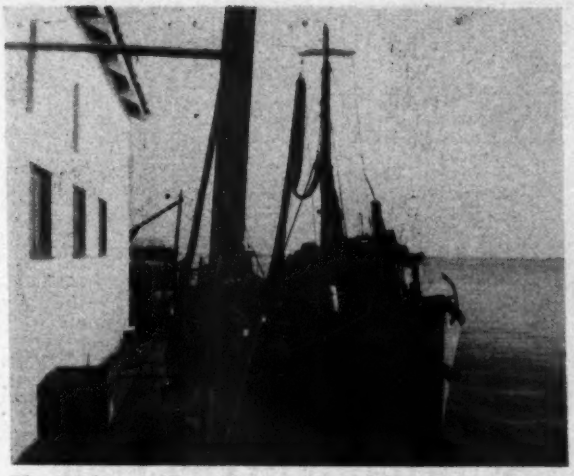
The N. E. Smith Railway, Crisfield, recently completed a new power boat for Capt. Wilmer Lawson.

Three Watermen Die

Capt. Alex Somers, 62, retired Crisfield waterman, died on December 14. Capt. Somers had followed the water all of his life. He caught crabs in the Summer, and freighted oysters in the Winter.

Capt. McKinley E. Walters, 79, of Crisfield, also a retired waterman, died on December 16.

Capt. Edward F. Evans, of Tylerton, 58, well-known Chesapeake Bay waterman, died on December 9. Capt. Evans, owner of the oyster boat *William A. Florence*, had followed the water all of his life, and was active up until the time of his death.



The 39′ dragger "Francis", owned by Sandy Simmons of Southport, N. C. The vessel has a 110 hp. Chrysler Marine engine, Hyde propeller and Willard batteries.

Good Young Growth in Sound

Although few oysters are being taken in Tangier Sound, some of the rocks there are covered with young oysters, ranging from spat size to 3″. Johnson's Rock, near Tangier Sound, abounds in them. Hurley's Rock, south of the Maryland-Virginia line, is also showing signs of productivity. A hand-dredger recently caught a 10″ oyster on the rock, and it was covered with 44 small oysters from 1″ to 3″.

Planning Commission Urges Expansion

Full development of the Virginia seafood industry was urged by Chairman William E. Blewett, of the Lower Peninsula Planning Commission, and a discussion of the subject highlighted a meeting of the organization held on December 20.

Blewett emphasized the need for an educational program to bring out the potentialities of the seafood industry, and suggested a survey by the Fisheries Commission on the various markets for fish and fish products.

Special attention was urged by Blewett to the development of an industry which would utilize internal as well as edible portions of fish in creating products for market such as fish oils, fertilizers, etc.

Other members of the Commission cited the fish potentialities still untapped in adjacent waters, while C. Alton Lindsay, superintendent of Elizabeth City County schools, said he had been working on a plan to introduce a course in marine biology in the curriculum of Hampton High School.

Crabbers on Cape Henry Grounds

Tangier crab-dredgers are now working the crabbing grounds near Cape Henry. They are doing well, catching from 30 to 40 barrels of hard crabs daily.

Norfolk Area Landings

Landings in the Norfolk Area for the month of December totalled 1,380,000 lbs., and showed an increase of 760,000 lbs. over November landings, and an increase of 242,000 lbs. over December, 1944 landings. Croakers, with 719,000 lbs., led the varieties, followed by gray sea trout, 254,000 lbs., and sea bass, 140,000 lbs. Landings, which were from draggers only, were made on 15 days of the month.

The 72′ 8″ dragger "Lubenray" built by Southwest Boat Corp.

Fo'c's'le and galley of the "Lubenray".

New Bedford to Get Four More Steel Draggers

William Angel is having two 92′6″ steel draggers built by Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wisconsin. One will be powered with a DMG-6, 400 hp. Enterprise Diesel; the other will have a DMG-36, 550 hp. Enterprise, which will be the largest engine to be installed in a New Bedford vessel.

Electric Boat Co. of New London, Conn., is building two 93′ steel draggers for New Bedford, one of which is for Capt. Elmer Jacobsen. Each one will be equipped with a DMG-6, 400 hp. Enterprise Diesel.

Scallop Landings

A fleet of 38 scallopers landed a total of 341,260 gallons of scallops at New Bedford during 1945. High-liner of the fleet was the *Carol & Estelle*, which had 23,925 gallons in 22 trips. The ten runners-up and their catches in gallons are as follows: *Abram H.*, 18,800; *Bobby & Harvey*, 18,350; *Ursula M. Norton*, 17,275; *Linus S. Eldridge*, 16,600; *Dagny*, 16,470; *Palestine*, 15,600; *The Friars*, 14,900; *Louis Thebaud*, 14,650; *Mary D'Eon*, 14,350; and *Muriel & Russell*, 13,750.

"A. Piatt Andrew" Goes Aground

The 65′ *A. Piatt Andrew*, skippered by Capt. Oscar Gallant, went aground on a reef near Block Island on December 10th in a blinding snowstorm, and is a total loss. Her crew of six escaped in a dory. A catch of 10,000 lbs. of yellowtails was lost.

Salt Sea Building Freezer

Salt Sea Fish Co. is constructing a new freezer and cold storage plant adjacent to its packing plant, which will have a daily freezing capacity of 50,000 lbs., storage capacity of 400,000 lbs. and cooler space for 100,000 lbs. The equipment is being installed by Salem Engineering Co., and is expected to be in operation by March 15.

Salt Sea also is erecting a 75 x 30 cement block carpenter and machine shop as well as fuel oil tanks. Antone Arruda is now president and treasurer of the Company while Ray Rothaug is vice-president and general manager.

Capt. Joseph Isaksen is shore captain for the fleet of boats owned by members of the concern, which include the *Diana A.*, *Moonlight*, *Moonglo*, *Kingfisher* and *Mary Grace*.

New Winches Installed

Hathaway Machinery Co., Fairhaven, has installed new winches on the *Jennie & Julia*, owned by Capt. Paul Scola of Gloucester; the *Arnold*, owned by Capt. Hans Haram, which has been rigged out for dragging from both sides; and on the *Liberty*, owned by Capt. Claude Wagner of Edgartown.

Hathaway has installed four oil stations on its dock, for which a new type pumping system with above-dock hose reel is used.

"Lubenray" Delivered to Hyannis

The new dragger *Lubenray*, designed and built by Southwest Boat Corp., Southwest Harbor, Maine, was delivered last month to her Hyannis, Mass., owners, Benjamin D. Baxter, Raymond L. Moore, and Capt. Shirley Mitchell, Jr.

The vessel is 72′8″ overall and has a 17′ beam and 9′ draft. She is powered with a Model F35-8¾, 180 hp. Fairbanks-Morse Diesel which operates a 5 kw., 125 volt tailshaft generator. The Diesel auxiliary generator set is a 5¼ hp., 3 kw. Fairbanks-Morse unit, while batteries are 110 volt Exide.

A Hathaway 639 port angle winch, using Bethlehem wire rope, is driven off the main engine through a Kinney clutch. The deck pump is of Edson make, while the bilge and service pump is a Marine Products model. The vessel is furnished with New Bedford cordage and Shipmate galley range. Radiation is supplied by a Werner heater fitted with Shipmate 110 volt Thermoburner.

Navigating equipment comprises Kelvin-White compass, Bludworth Arrow direction finder, Harvey radio telephone, Submarine Signal Fathometer and Edson reduction gear steerer.

Bill for Sandwich Refuge

A bill to authorize the State to create a harbor of refuge for 200 fishing vessels and small boats by dredging at the easterly end of Cape Cod Canal at Sandwich has been introduced in the Legislature.

Confer on Provincetown Improvements

A $2,000,000 improvement program, calling for construction of a breakwater and jetty 1 1/5 miles long, to protect Provincetown inner harbor, was requested of Gov. Tobin recently by a delegation headed by Frank Flores, chairman of the Provincetown Fishermen's Association.

The delegation stated that recent storms had caused $300,000 damage to the harbor and fishing vessels. The group asserted that conditions are so bad that the Coast Guard was forced to withdraw its 155′ cutter from the harbor, leaving Provincetown vessels without protection.

The proposed breakwater would be built at a depth of 12′ at low water, starting at the extreme east end of the town and running in a southwesterly direction to a point between Long Point and Town Wharf, extending approximately 400 yards out from the Wharf.

Three Provincetown Draggers Salvaged

The dragger *Queen Mary*, owned by Capt. Anthony Russell of Provincetown, which sank at the West End Breakwater in a recent storm, has been raised. Two other draggers, the *Shirley & Roland* and *El Mardo*, which were beached in the storm, have been floated.

New Engine for "Penguin"

The dragger *Penguin*, owned by Carl Beckman, New Bedford, has been repowered at Kelly's yard, Fairhaven, by an 8-cylinder 5½ x 7 Superior Diesel rated 165 hp. at 1200 rpm. with 3:1 Joes reduction gear.

Boston Trawlers Tied Up In "Lay" Controversy

The controversy over the division of trawler earnings which has caused the tie-up of 33 Boston vessels, showed no prospect of early settlement up to the middle of this month. The strike started last month when the fishermen's Union demanded that the 50-50 lay be changed to 60-40 for all new or reconverted trawlers joining the fleet.

Union demands were made first against Atlantic Coast Fisheries' reconverted *Flying Cloud*, but also would have affected the reconverted *Cambridge* and the new vessels *Bay* and *Esther M.* Anticipating that the new demands might be an entering wedge to bring all trawlers under the 60-40 lay, and deciding that a definite understanding for future operations was necessary, the Federated Fishing Boats of New England and New York voted on December 27 to keep all trawlers in port.

The owners claim that they cannot operate the large vessels on a 60-40 division of earnings, which is the lay in effect on draggers, especially in view of the fact that fish prices are likely to drop with the return of normal food supplies and in face of foreign competition. As it is the owners actually receive only 45 percent since they pay a 10% commission to the captains out of their present share.

Repeated attempts of the State Board of Arbitration and Conciliation to bring about an agreement have failed. This board lacks authority to institute against either side and there is no Federal agency to which the case can be appealed.

Meanwhile 500 fishermen are losing the benefit of earnings from high Winter prices, which under OPA regulations take a seasonal reduction after March 31, and which under normal conditions may not be as high again. In addition nearly 1000 shore plant workers are idle. The only fish firms that are operating are those that own draggers, which are still fishing.

"Gale" Washed Ashore

The 145′ beam trawler *Gale*, owned by General Seafoods Corp., was washed ashore off Sable Island, N. S., in the storm of December 12. Mountainous waves prevented the rescue of Capt. Douglas Schwartz of Medford and the vessel's 16-man crew, until 2 days later, when the Sable Island surf boat was able to reach the stricken craft. The crew was transferred to the beam trawler *Breaker*, one of the trawlers which stood by during the storm. Attempts will be made to salvage the craft.

Recommend Shellfish Appropriation

A commission of Massachusetts Legislators, headed by Senator Richard I. Forbush, recently recommended an annual appropriation of $40,000 to develop shellfish growth and reduce contaminated growing areas. It was pointed out that $500,000 worth of shellfish could be reclaimed annually in polluted areas. The report recommended establishment of at least two experiment stations and two additional purification plants.

Trawlers Find Mackerel

Three beam trawlers and a dragger landed 24,000 lbs. of mackerel at Boston on December 20 and 21, an unusual catch for that time of year. The fish were caught on Western Bank, by the *Quincy*, *Maine*, *Brookline*, and *Estrela*.

Harvey Gamage, builder, left; Miss Gertrude Gamage, sponsor, and Capt. Jens Larson, skipper of the "Gannet".

Launch "Gannet" at Bristol

The 86′ dragger *Gannet* was launched by Bristol Yacht Building Co., South Bristol, Maine, on January 3. She is owned by her skipper, Capt. Jens Larson, and Antone Arruda of New Bedford, Mass.

The vessel was built from Eldredge-McInnis design, being a lengthened out yawl-rigged version of their 82′ schooner-type dragger. She has a beam of 20′, draft of 9′, and fish capacity of 130,000 lbs. Her fuel oil capacity of 5,100 gallons is extra large, and she carries 1,000 gallons of water in a cypress tank beneath the fo'c's'le floor. She has accommodations for 8 forward, 2 aft and 1 in the deck house.

The *Gannet* is of heavy construction as shown by her gross tonnage of 100 tons, which is said to be 10 to 12 tons more than found in the average vessel of her size. Framing is 4″ molded and planking 2¼″ oak. The trunk is of steel and the deck house has plywood sheathing. There are two toilets, one forward of the dog house and one in the after shelter.

The *Gannet* is powered with a Model DMX-36 Turbo-charged, 6 cylinder, 10½ x 12 Enterprise Diesel, rated 320 hp. at 350 rpm. The engine swings a 64 x 38 Columbian propeller on a 6″ bronze shaft with Hathaway stern bearing, and is fitted with a Maxim silencer.

An 8 hp. Lister-Blackstone auxiliary Diesel drives a Fairbanks-Morse generator and Curtis compressor. Batteries are 110 volt Exide. A Hathaway winch, using Roebling wire, operates off the main engine through a Kinney clutch. The galley range is an oil-burning Shipmate, and deck pumps are of Edson make.

Pilot house equipment comprises a 7″ Kelvin-White compass, Bludworth direction finder, Submarine Signal Fathometer, Clark Cooper fog horn and Edson steerer. The vessel uses Gulf fuel and lubricants and "American" rope, and is painted with International paints.

The Bristol yard is building three 90′ draggers for Antone Arruda, all of which will be powered with DMG-6, 400 hp. Enterprise Diesels.

The 86′ dragger "Gannet" after launching at Bristol Yacht Building Co., South Bristol, Maine. She is owned by Capt. Jens Larson and Antone Arruda of New Bedford, Mass., and is powered with a 320 hp. Turbo-charged Enterprise Diesel.

Gulf Meeting Discusses Support Price Aid

A meeting of the Gulf Coast Seafood Producers Association, Inc., was held on December 27, at Morgan City, with Harvey J. Lewis, president, in charge. The discussion centered on support prices for seafoods and import quotas. A resolution was approved urging that fishermen be aided by support prices to protect them from financial losses in the event of a surplus, and it was proposed that foreign countries be prevented from flooding our markets by the adoption of an import quota based on 1942.

This resolution was presented by the A. F. of L. to unions along the Gulf and East Coasts several months ago for endorsement, and it is now in the State Department for consideration.

New Iberia Production

The New Iberia Fisheries, owned by J. C. and E. J. DeBuse, and the Catahoula Fisheries, owned by Ewell Hebert, purchased over 100,000 lbs. of fish during November.

The species purchased included cat fish, 65,902 lbs.; gaspergou, 21,519 lbs.; buffalo, 8,836 lbs.; garfish, 8,630 lbs.; speckled trout, 495 lbs.; and carp fish, 2,708 lbs.

Most of the fish purchased by the companies is obtained from fishermen in the Atchafalaya Basin, although some fish is purchased in areas around Gueydan and Charenton.

Program for Fisheries

A comprehensive and far-reaching program for the protection, development and propagation of Louisiana's fishery and wildlife resources, some phases of which are going into immediate effect, was announced recently by Commissioner John G. Appel, of the State Department of Wildlife and Fisheries.

Provisions of the program which affect the commercial fishing industry are as follows: a proposal for an enlarged program of fishery education and public relations; expanded enforcement of regulations through employment of additional enforcement officers in areas where they are needed; and the purchase of new patrol boats to replace the present patrol fleet which is outdated.

To Fish off East Coast

Lewis Hardee, owner of the Colonial Shrimp Co., Morgan City, has taken his fleet of four boats to the East Coast for fishing off the coasts of North Carolina and Virginia. The boats can be adapted for either offshore shrimping or deep sea trawling.

The vessels will engage in offshore fishing, and will remain on the East Coast until the middle of April, when they will return to Morgan City.

Carlton in New Location

The Carlton Fisheries, owned by Carlton Eacho of Washington, D. C., has moved to its new location on the Berwick waterfront. Packing in the new plant was expected to start by the middle of January. The company owns four boats, the *Huckleberry Finn, Drill, Carlton Eacho,* and *Hilda B.*

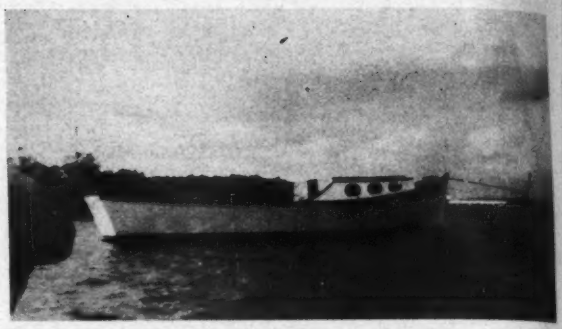
Three New Seafood Companies

Three seafood companies have been chartered in Morgan City representing a combined capital of $300,000. The Gulf Producers Co., Inc. and the Louisiana Menhaden Co., Inc., have as their officers George R. Wallace, Morehead City, N. C., president; John Santos Carinhas, Patterson, vice-president; and R. N. Bauer, secretary-treasurer. The latter concern will operate in Cameron Parish.

The Prawn Products Co., Inc., the third company, has as its officers Victor Guarisco, president; Philip Guarisco, vice-president; and Rock Guarisco, secretary-treasurer, all of Morgan City.

Good Shrimp Catches

Louisiana shrimp boats brought in some good catches at Pass A'Loutre, on the Mississippi River, the latter part of December. The shrimp were of jumbo size, and several of the boats brought in over 100 barrels.



The 43' mackerel netter, "Big Dipper", owned by "Pappy" E. Turner and Sons, Naples, Fla., fishes for the Combs Fish Co. She is equipped with a 143 hp. Chrysler engine, a 20 x 2[illegible] Columbian propeller, Willard batteries, Plymouth rope and Linen Thread nets.

Long Island Association Considers Legislation

The first regular meeting in several years of the Long Island Fishermen's Association was held last month at West Sayville and was presided over by President Edmund Munkelwitz.

In discussing power seines it was brought out that last Summer some 12 or 15 crews operated power haul seines in the bays west of Shelter Island, and that various rumors were circulated to the effect that this method of seining should either be eliminated or moderated. The Association passed a resolution opposing any Legislation affecting power haul seining in the bays.

It was stated that power haul seining is little different from hauling by hand, since only one sweep is made during the night by the power method; whereas when hauling by hand, it is necessary to make several sweeps in order to catch enough fish to make it worth while. Another argument submitted was that although power haul seines take large quantities of fish, nevertheless, recreational fishermen made excellent catches throughout the entire weakfish season.

The Association voted to oppose any Legislation that would interfere with dragging in the Peconic and Noyac Bays.

Members pointed out the injustice of the present law which allows out-of-state boats to fish in the territorial waters of New York for a $25 license fee. The Association resolved to take steps to prohibit out-of-state draggers from working New York waters, or at least in Gardiner's Bay, and also to invoke a higher license fee for out-of-state boats.

James Zegel, President of the Brookhaven Baymen's Association, requested that the Long Island Association aid baymen in their efforts to permit at least a certain amount of dragging in waters of the Town. A similar request was made by Ed Winters, President of the Southampton Town Baymen's Association.

Ice Hampers Baymen

A sudden rise in temperature, plus shifting winds, caused a breaking up of the ice in Great South Bay on December 26. As a result, large chunks were piled ashore in the Sayville area causing minor damage to fishing vessels.

The *George S. Brush,* owned by the Bluepoints Co., and skippered by John Sharp, broke her rudder shaft, and several boats working for the Vanderborgh and Randolph oyster plants were forced to lay up at Bay Shore when they found it impossible to navigate through the large floes off West Sayville.

Request Trawling Law Change

The Long Island Fishermen's Association recently requested that the Islip trawling and eel dredging ordinance be amended to permit trawling from October 1 to January 1 of each year. It was held that very little angling for flounders takes place after October 1. Flounders enter the bay in the Fall and leave

Florida Transports Seafood by Plane

William Felker, New Orleans, La., took off from the Apalachicola airport in a Noorduyn Norseman, single engine Army transport, on January 3 with approximately 2,000 lbs. of shrimp and 250 lbs. of oysters, to be delivered to Memphis, Tenn., and New Orleans. Refrigeration was furnished by high altitude flying. The seafood was expected to be delivered in Memphis 2½ hours later, and in New Orleans in 5 hours.

The cargo for this shipment, as well as for a previous shipment made on December 22, was furnished by the Patton Seafood Co., of Apalachicola. Mr. Felker stated that if the venture proved profitable, he would add additional planes to deliver seafood to Oklahoma City, Okla., and Chicago.

Quick-Freeze Plants

Conferences were held at St. Petersburg and Madeira Beach on December 5 between officials of the Gulf Coast District Fishermen's Union and a group of Ohio quick-freeze plant operators, looking toward the construction of the first of a chain of cooperative fish freeze plants in Pinellas County. The location of the plant has not been definitely determined, but a number of sites are being considered.

According to present plans, a plant may be opened in the area by next Summer. The Ohio interests will either buy fish from Union members, or will take part in establishing a chain of cooperative freezers on a profit-sharing basis.

Big Catches on Keys

Wholesale fish houses along the Florida Keys were filled to capacity on December 10 when commercial fishermen brought in more than 60,000 lbs. of mackerel and close to 20,000 lbs. of kingfish within a 24-hour period.

The mackerel, caught in nets, brought 10c a pound to the fishermen, and the kingfish, taken on hand lines, brought 13c a pound.

Capt. T. C. Harvey of Gulfport, Miss. and his 46′ "Lillian Parker". The vessel is powered by a 62 hp. Superior Diesel.

"Liberator" Sinks

The 56′ shrimper *Liberator*, owned by C. Tringali of St. Augustine, sank on December 12 after running aground in an unmarked channel off Vilano Beach. The three crew members were rescued by a St. Augustine shrimp boat.

The *Liberator* was built last year, and was valued at approximately $16,000. The vessel is a complete loss, according to her owner.

Marketing "Southern Salmon"

Florida dealers have been marketing smoked amberjack under the name of "Southern Salmon". In its natural state the amberjack is not considered attractive to the taste, but it is reported that the smoking process makes it both edible and tasty. The fish has been retailing at 55c per pound.

"American Eagle" Rescued

After being stranded for five days off Mullet Key, the *American Eagle*, double masted fishing schooner, was sighted by an Army craft and towed into Tampa on December 13. The vessel's Diesel engine was stalled, and its radio was out of commission. She unloaded a catch of three holds of red snapper.

Four Sponge Records Broken

Four all-time records were broken on the Key West sponge market on December 19. A new high was established for one day's sales, when $19,785.81 was received.

Capt. James Gibson and his crew of seven sold 193 bunches of sheepswool sponges for $5,237.35, the largest amount ever received by a crew for a single trip; an average of $31.50 a bunch was paid Capt. Milton Spencer for sheepswool sponges, the highest price per bunch on record; and a new high of $27.35 was paid for three bunches of usually cheap yellow sponges.

Fish Skinning Machine

J. Wiley Daniels of Ft. Myers, one of the owners of the Royal Palm Seafood market, has obtained a patent for a fish skinning machine which he hopes to have in full production soon. Mr. Daniels states that his machine is capable of turning out 1000 lbs. of skinned fish an hour. The machine will handle fish of any length or size, with or without scales, provided they have been filleted. It operates by means of perforated rollers which draw the skin of the fish taut while vibrating blades peel it off.

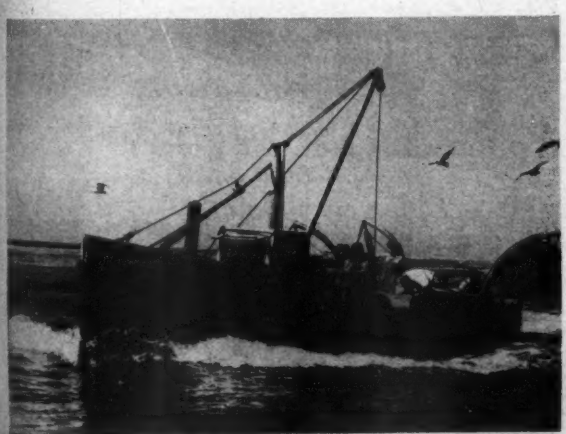
---

before angling starts in the Spring. Subsequent runs of fish in the Winter months form the bulk of the angler-caught fish.

It was maintained that since mature crabs bed in the mud to die, draggers should be permitted to take them. Conchs, which are enemies of shellfish, would also be taken in large quantities if dragging were permitted. It was claimed that draggers do not destroy eggs or fry any more than do clam tongs or oyster dredges, and that the tearing up of grasses and plant life is not comparable to that done by dragging for bait, which is now permitted.

Converting Coast Guard Boat

Edward W. Parsons, East Hampton, is having the 75′ Coast Guard boat which he recently purchased rerigged for dragging at the Palmer yard, Three Mile Harbor. The vessel will be powered with two Gray Diesels.



The 46′ x 10½′ x 3½′ "Sunrise III" of the Sunrise Fish Co., Islip, Long Island, N. Y. She has a 90 hp. Palmer gasoline engine with a 24 x 13 Columbian propeller and is equipped with Plymouth rope, Linen Thread nets, and uses Gulf lubricating oil.

Gloucester Landings Top All Records

Gloucester retained its position as the foremost food fish port of the nation for the third successive year, by producing a total of 212,590,200 lbs. in 5,455 trips in 1945. Landings, which were made by a fleet of 248 vessels, eclipsed all previous records, and were 13% ahead of 1944.

The high-line craft is reported to be the *Curlew*, skippered by Capt. Robert Fralic, which landed nearly 3,800,000 lbs. of fish in 23 trips. The *Curlew's* stock is estimated at $240,000, and the gross share per man for the 15-man crew is estimated at $9,000.

The record-breaking redfish landings were the highest of any variety, totaling 109,006,000 lbs. in 1770 trips landed by 147 draggers. The top redfish dragger was the *Philip & Grace*, Capt. Joseph Ciarametaro, which landed 2,529,000 lbs. of redfish in 21 trips. She was followed by the *Gaetano S.*, Capt. Joseph Parisi, which had 2,398,000 lbs. in 19 trips; and the *Eugene H.*, Capt. James N. Tucker, 2,318,000 lbs. in 30 trips.

The whiting catch amounted to 14,857,000 lbs. in 851 trips, landed by a fleet of 64 draggers, and showed an 88 per cent increase over last year's total. August landings were the largest of any one month, when 4,489,000 lbs. were landed in 212 trips.

The *Little Nancy*, Capt. Frank Sanfilippo, was the high-line whiting craft, landing a total of 900,000 lbs. in 20 trips. The *Olympia LaRosa*, Capt. Charles LaRosa, held second place, with landings of 845,000 lbs. in 22 trips, followed by the *St. Providenza*, Capt. John Aiello, 639,000 lbs. in 43 trips.

Gloucester Draggers in South

Included among Gloucester draggers which are fishing out of Southern ports, or are planning to leave soon, are the following: *Mary Rose*, Capt. Joe Ciarametaro; *Mary & Joseph; Magellan*, Capt. John Norte; *Catherine L. Brown*, Capt. Louis Brown; *Emily Brown*, Capt. Frank Brown; *Pilgrim*, Capt. Joe Jaqueta; *Puritan*, Capt. Oscar Ribeiro; *Lady of Good Voyage*, Capt. Manuel Rocha; *Joseph S. Mattos*, Capt. Tony Pereira; *Evelina M. Goulart*, Capt. Manuel Carise; *Uncle Guy*; *Alpar*; *Baby Rose*; *Marie & Winifred; Thomas J. Carroll*, Capt. John Lopes; *Catulo*; *Baby Paul*, Capt. John Lopes; *Tina B.*, Capt. Simplicio Bichao; *Edith & Lilian*, Capt. Frank Rose; *Marion & Alice*, Capt. Anthony Sears; *Edith L. Boudreau*, Capt. Dave Ribeiro; and *Gloucester*, Capt. Frank Foote.

"Immaculate Conception" Launched

The new 75' dragger *Immaculate Conception* was launched by N. W. Montgomery & Son on January 5. The boat is owned by Capt. Vito Lograsso, Jr., skipper, previously a crew member on the *Joseph and Lucia*; and Mercurio "Mike" Ciaramitaro, mate. Power is furnished by a 170 hp. Buda Diesel with Twin Disc 3:1 reduction gear and take-off, which swings a 54 x 32 Columbian propeller. The vessel has a Palmer RND1 auxiliary Diesel, and all engine equipment was sold by Rapp-Huckins Co.

New Cummins Diesel Branch

Cummins Diesel Engines of New England Inc. recently opened a new branch at 18 Rogers Street, Gloucester, in charge of Philip A. Pierce. Its facilities comprise an office, show room, repair shop and stock room.

A complete stock of parts will be maintained and engines will be on display. In addition, a general line of accessories will be carried, including Columbian propellers, Imperial and Westinghouse generators, Marine Products pumps, Burgess silencers and Twin Disc clutches.

Repowering "Consolidated"

The 85' lobster smack *Consolidated* owned by Consolidated Lobster Co., is having a new LML-602 Cummins Diesel installed by Southwest Boat Corp., Southwest Harbor, Me. Rated 180 hp. at 400 rpm., the engine has a 2:1 Capitol reverse and reduction gear, electric starting, Woodward hydraulic governor and swings a 48 x 38 propeller.

Maine Packers Discuss Export Possibilities

Plans for maintaining sardine production at the high level of the past five years, and a means of marketing the larger pack, were discussed at a meeting of the Maine Sardine Canners Association on December 7. It was pointed out that maintenance of the higher pack is possible with the improved machinery now in use, provided the fish are available. Two methods of marketing the increased pack were considered — creating an export market, and increasing the demand in this country.

For the former purpose, the Executive Committee was directed to make a survey of export possibilities, and if found justifiable, an export association would be formed.

It was brought out that one of the factors to be considered is the increasing competition from Norway and Portugal. While foreign packers will probably be handicapped by a scarcity of labor, higher wages, and a shortage of olive and vegetable oils during the 1946 season, it was asserted that these conditions would not favor American packers indefinitely.

Two Eastport Canneries Operating

Operations in Eastport sardine canneries were entirely suspended the latter part of December, but were renewed in B. H. Wilson Fisheries and Riviera Packing Co., the first week in January.

Both plants had several arrivals on January 2, the fish having been taken both at Grand Manan and in the Mace's Bay area by seiners. They were of good quality and size for quarter-oils, running from 5 to 7 fish to the can.

Maine sardine production for 1945 is estimated at 2,500,000 cases, as compared with 3,250,000 last year.

Huge Lobster Caught

A giant, perfectly formed lobster, weighing 17 lbs. and measuring 3' from claw to tail, was recently presented to the Sea and Shore Fisheries Department for exhibition purposes by the crew of the Portland gill netter *Blanche R.* The lobster crawled out of the nets during a fishing trip to Tanta Shoal.

Commissioner Greenleaf Dies

Arthur R. Greenleaf, 47, Commissioner of Sea and Shore Fisheries since 1938, died on December 17. Commissioner Greenleaf was active in sponsoring research in all branches of the fishing industry, and was responsible for construction of the lobster hatchery at Boothbay Harbor. He also instituted the Department's Statistical Division and sponsored surveys which were responsible for the introduction of the shrimp industry.

Snow Buys "Huckleberry Finn"

The 57' *Huckleberry Finn*, formerly owned by Eric Zwinkel of Cutler, has been purchased by F. H. Snow Canning Co. of Pine Point. She is being repowered with a 165 hp. General Motors Diesel at Sample's Yard in Boothbay Harbor. The boat will be operated from So. Gouldsboro by Capt. Sanford Doughty.

Gill Netter "Sir Knight"

(Continued from page 21)

trolled from either station by dual Sperry hydraulic controls.

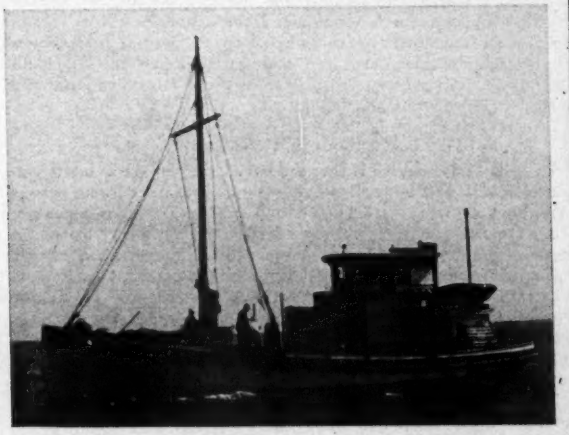
A chain locker is provided in the fore peak and a 55 lb. Danforth anchor is chocked in the top deck. Grabrails are provided in the cabin as are also lashing rails on each side.

A 30" Crossley gas driven net lifter is installed at the port lifting door. All doors roll on bronze sheaves and are equipped with bronze springs and weather stripping. Berthing space is provided in the Texas house for 4 men.

The muffler is enclosed in the stack, which also provides space for the motor-compressor unit of the Clark Cooper "Electric-phonic" air horn. The paint used for priming coat is a special red lead paint with a Phenolac resin base which makes a hard paint that does not soften in water. The tug is painted black below the water line, white above, trimmed in marine blue, and the inside is finished in light gray. Three General Detroit fire extinguishers are placed at convenient locations.

Harvesting Fish Or Shellfish—
WOLVERINES
Demonstrate Reliability And Economy of Up-Keep

The "Carlo and Vince" unloading mackerel at New Bedford, Mass. She is owned by Capt. Bennie Favazza of Gloucester, and equipped with a 150 hp. Wolverine Diesel.



The "Catherine M. Wedmore", operating between New Haven, Conn., and Greenport, L. I. She is owned by C. K. Wedmore, and is powered with a 120 hp. Wolverine Diesel.

There is a Wolverine Diesel for Every Fishing Power Requirement

Wolverine Motor Works Inc.
Union Ave. Bridgeport 2, Conn.

Weighing Fish in Motion

Henry J. Barbour Tells of A New Method of Handling

YEARS ago when a cannery's boats arrived with a cargo of fish, the job of unloading and weighing them was not only a long and tedious one but also thoroughly unsatisfactory to both the fisherman and the canneries. Now, thanks to modern machinery in the way of special pumps for relieving the vessels of their fares and scales that weigh the fish while in motion, bottle necks are broken and the job of canning rolls merrily along.

Methods of Unloading

In the early days of the industry, the lampara boats and purse-seiners tied up well off-shore and discharged their cargoes into buckets which travelled along on aerial cables extending from the fish tower, at the tip of the cannery wharf, to moorings in the bay. The type of travelling bucket used carried about 615 pounds of the little fish, and the catch of each vessel was tallied and paid for in multiples of this unit of weight. The bucket method of off-shore unloading served the industry from its beginning at the start of the present century until about 1927. This is the old method; it is out of date now, and but little used.

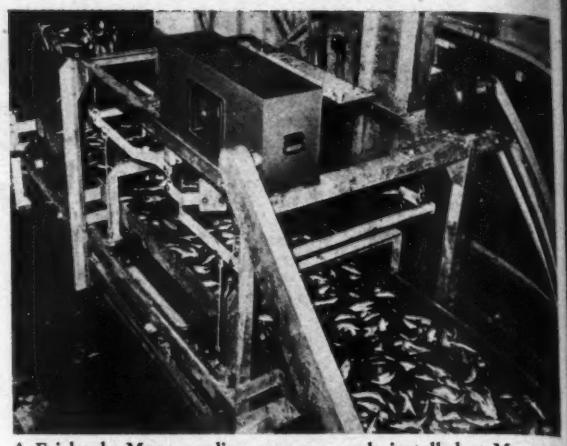
The trouble with the bucket hoist system was this. The lampara-rigged fishermen imported from the Mediterranean in 1906 had put the industry on its feet, but volume-minded American ingenuity was not content to stay with this old world tradition when more sardines per boat and more dollars per man was the attractive alternative, and by 1927 a new type of purse seiner had evolved with a vastly greater capacity. Half a day was required to discharge the hundred tons which would constitute the average cargo of one of the seiners. The tedious 615-pound-at-a-time method was too slow for the appetites of the growing canneries, and the situation was further complicated by the not infrequent heavy weather which would suspend operations completely for days at a time.

The answer to the unloading bottleneck was by pumping the fish into the canneries through underwater pipes. At the deep-water end of the suction line, a flexible hose is run up to the surface and there attached to the bottom of a V-shaped floating hopper. The seiners come alongside, spill their cargo into the hopper with whatever speed their mechanical unloading devices make possible, and the fish are sucked through the long tube and delivered undamaged to the cannery. An advantage quite unforeseen arose through the use of the pump discharge method. While less than one out of every two thousand fish is damaged by its journey through the suction pipe and the pump, the jostling and tossing of the trip is just sufficient to de-scale the delicate fish, and they arrive at the cutters with the first of the processing stages already accomplished.

Unloading troubles were now ended. A single centrifugal pump, powered by a thirty-horsepower motor will bring ashore and de-scale about seventy tons of sardines in the space of a single hour,—but a new difficulty presented itself. With the buckets no longer in use to tally the tonnage of the catch in 615-pound lots, it became necessary to weigh the fish by another means—and in such a manner as to slow their transit to a minimum.

Old Systems of Weighing

The first weighing methods adopted by the canneries involved the use of conventional suspended and weigh-can dial scales. The centrifugal pumps discharged the sardines into a flume which sluiced its load onto a wire belt conveyor, which in turn elevated them some sixty to eighty feet to the scale house. Here they were dumped into a hopper-type scale with two containers—each of about five-hundred-pound capacity. Each unit was supervised by a weighmaster who controlled the stream of fish from the conveyor by means of a swing gate in the chute between elevator and scale. As the scale dial indicator would show that the first container had filled to approximately five hundred pounds, the swing of a lever would divert the load of cascading sardines to the second can. The first could then be emptied and returned to its position on the scale. The latter operations could be performed in less time than that required for the filling of the other can.



A Fairbanks-Morse sardine conveyor scale installed at Monterey, Cal., for the San Carlos Canning Co. receives blue pilchards at approximately one hundred tons an hour.

Scores with the boat operators were now tallied in terms of five-hundred-pound can lots. The problem of unloading delay had been solved and the fish were being weighed, but the weighing system depended on human judgment and integrity for its accuracy, and as in any similar situation there were occasions when neither the canneries nor the fishermen were entirely satisfied with the method. An attempt was made at automatic weighing in bulk lots, but this involved boosting the unit quantity to a thousand pounds, and such a deluge of fish released simultaneously into the discharge flume had a habit of clogging and stopping operations.

Latest Weighing Device

At last has come the effective and complete solution of the problem — the Fairbanks-Morse conveyor scale, a weighing mechanism which will compute and record the weight of the sardines in transit as they pass over the scale on a conveyor belt moving at the rate of a hundred feet a minute. The capacity of the scale as used in this application is a hundred and fifty tons an hour, but to date the maximum discharge from the fish pumps to the conveyor belt has not exceeded an hourly hundred and twenty tons. The recorder registers the weight of the moving sardines to such an accurate degree that buyer and vendor are alike satisfied with the integrity and truth of the transaction record.

The scale unit is equipped with a fresh water sprinkler at each end of the conveyor run to wash the fish scale and broken particles of fin and flesh from the return belt—and at the same time to neutralize the salt water which will inevitably drain from the sardines just removed from their natural element. Some of the installations employ belts made of stainless steel. Others use a belting of galvanized wire.

The capacity increase from the seventy tons an hour possible by the older handling process to the hundred and fifty tons an hour which the conveyor scale will pass (and the far more accurate and confidence-stimulating method of recording fish weight) are accompanied by another advantage. It was formerly necessary to station a weighmaster at each scale. Now a single operator can oversee the functioning of all of the conveyor scales in any one plant—a saving small per can of sardines but nevertheless of real proportions when figured at the volume to which the industry has grown.

Although originally designed for the weighing of aggregates such as stone, gravel, coal, ore, etc., in motion, the conveyor scales might well be adapted to other branches of the fishing industry as successfully as they have been to the handling of sardines.

The use of the conveyor scale in the fishing industry is growing rapidly and this year it is anticipated that weighing fish in motion will be common practice.

Thanks, fisherman –

You've been LONG on Patience

while Rope's been SHORT

The rope situation is easing up a bit. Again we're ready to give you the kind of cooperation we always tried to give you before the war. We've stepped up production, and New Bedford dealers are now all set to serve you in every way they can.

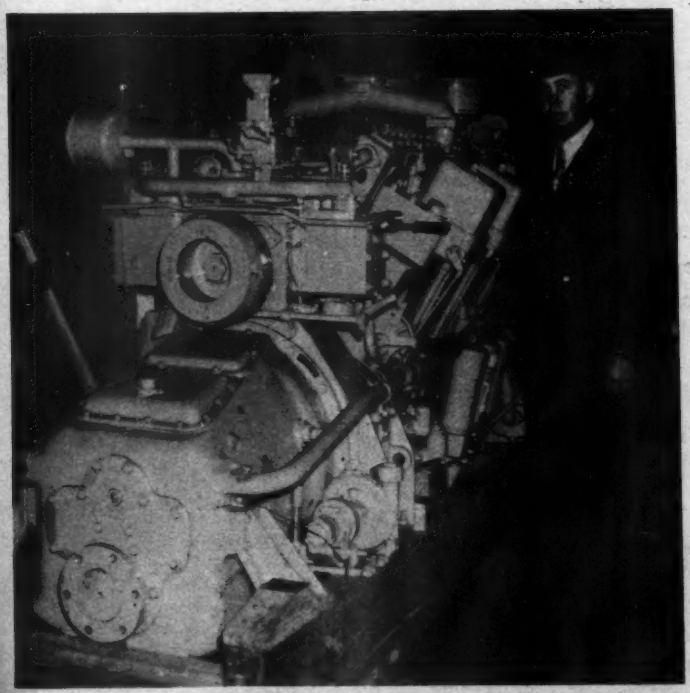
Our sincere thanks for your cooperation while rope's been short—and our assurance that New Bedford will continue to be the best that can be made—as it has been for over a hundred years.

NEW BEDFORD CORDAGE CO.

233 Broadway • New York 7, N. Y.
31 St. James Ave. • Boston 16, Massachusetts
325 W. Huron St. • Chicago, Illinois
Mills: New Bedford, Massachusetts

859

MEET "SID" RIDEOUT



"Sid" is looking over a 135 hp. "Caterpillar" Diesel Marine Engine. He is the Massachusetts Bay salesman selling reliable "Caterpillar" Power from 26 to 135 hp.

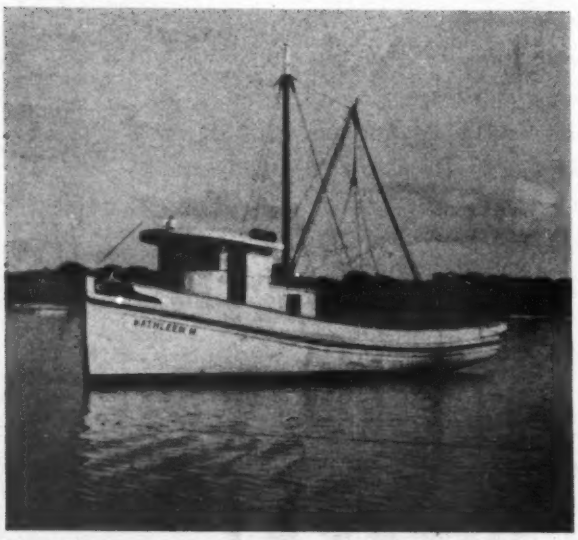
For

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass.
Telephone SOUth Boston 4660

Lathrop

DIESEL and GASOLINE ENGINES GET YOU IN SAFELY



The "KATHLEEN M." is owned by Capt. Marco Mircovich of Aransas Pass, Texas. She is powered with a 65 hp. Lathrop Standard Model gasoline engine, swinging a 30 x 18 propeller, which gives the boat a speed of 9 knots.

Individually-Cast Cylinders

AMONG the outstanding construction features of Lathrop engines are their individually cast cylinders and cylinder heads. They offer the advantages of being more easily handled than a single block, and a lower cost in case of damage to a cylinder or head. In case of accident or damage one unit can be isolated or shut off, leaving the others still operative. Thus a fishing boat, working off-shore, can depend on a Lathrop engine to get it safely to port.

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT

Marine Engine Builders Exclusively for 49 Years

New Jersey Fishermen Meet

Several resolutions, calling for the marking of inlets and dredging of waterways, were adopted at the first annual general meeting of the Atlantic Fishermen and Seafood Workers, held in Atlantic City on December 28. Resolutions passed at the morning session included a proposal for the dredging of inland waterways from Manasquan Inlet to Cape May to a depth of 12′ and width of 150′, dredging of the entrance to Gardner's Basin to a depth of 20′, the placing of a range light on Brigantine Beach to aid ships entering the Inlet Channel, and the replacing of bell and whistle buoys with modern radio buoys.

Resolutions calling for the placing of lighted buoys to mark Hereford Inlet and Ottens Harbor were adopted at the closing session.

Included among the speakers were the following: State Senator Frank Farley, Atlantic County; Congressman T. Millet Hand; Mayor I. Grant Scott, Cape May; Louis P. Marciante, of the State Federation of Labor; and William Neville, Area Co-ordinator of Fisheries.

The following officers were elected for 1946: David Hart, Cape May, president; Victor Errickson, Point Pleasant, vice-president; and Fred Lund, Cape May, secretary-treasurer.

"Dolphin" Lands Maiden Trip

The new $80,000 dragger *Dolphin*, owned and skippered by Capt. Eric Axelsson of Cape May, landed her maiden trip of 20,000 lbs. of fluke, bass and porgies on January 6 at the Cold Spring Fisheries Dock, Wildwood. The fish were boxed and sent to Philadelphia markets. Capt. Axelsson formerly operated the *Hustler*.

State Senator George A. Redding, who heads the Wildwood Fishing firm, said that fishermen are increasing their runs to the grounds in view of the existing meat shortage.

"Sea Toy" Sinks, Two Lost

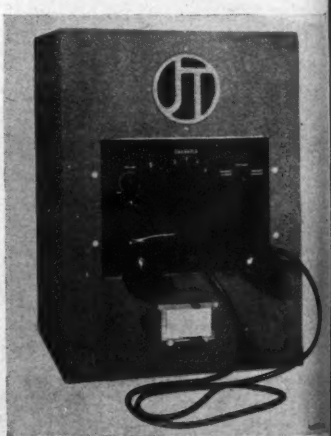
Two fishermen are believed to have lost their lives when the 38′ *Sea Toy*, owned by Frank Kohler, Cape May, sank near the Cape May jetty on January 4. Missing are Grady Mathias, 37, of Rio Grande, and Clarence Stopper, Cape May. The hull has been raised and towed to Schellenger's Landing.

New Marine Radiotelephones

Jefferson-Travis Corp., 245 E. 23rd St., New York 10, N. Y., announces its new postwar 1946 line of Marine radio-telephones including a four channel 10 Watt, a five channel 25 Watt, and a 10 channel 75 Watt set. A sturdy, compact combination Marine Direction Finder and Receiver, and Marine Antennae round out the 1946 Marine offerings.

The 25 Watt post-war Coastal Model 252 Radiotelephone is designed to meet the new requirements of pleasure yachtsmen and operators of commercial boats, and will be available during early 1946. Simplicity of operation is emphasized by the presence of only three controls on the panel.

All channels are crystal controlled. Separate holders are used for both the transmitting and receiving crystal. Stressing ease of serviceability, this set introduces a chassis mounting on a slip-pin hinge that may be readily swung open or removed, independent of the permanent mounting. Mechanically interchangeable self-contained power supplies make possible use of the same set for either 12, 32 or 110 volt DC or 115 volt AC operation.

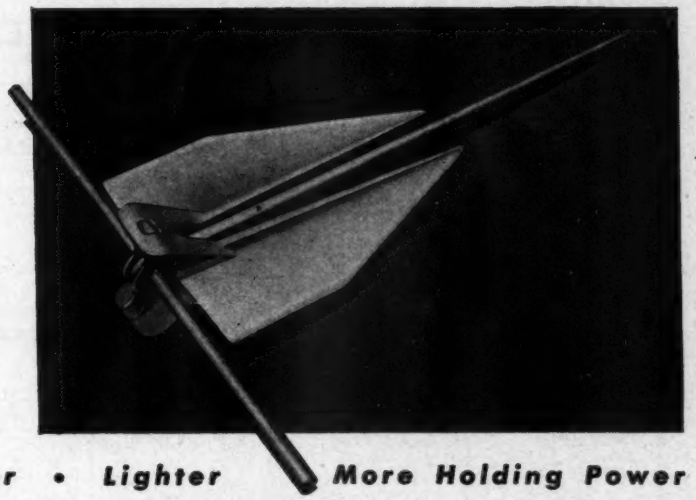


Model 252 Jefferson-Travis radiotelephone.

Announcing

AN IMPROVED

NEW DANFORTH ANCHOR



Stronger • Lighter • More Holding Power

The Danforth Mark II is the world's best anchor. Now comes the postwar Mark IV and it's even better. • Heat-treated high tensile steel forgings and rolled sections used to manufacture the new Mark IV are three times as strong . . . reduce weight by approximately one-half. Example—the 30-lb. "size" now weighs only 17 lbs. • Increased strength permits more streamlining. All parts are thinner. This reduces resistance to burial so that Mark IV digs in even faster than previous models . . . and that's plenty fast. • This new postwar Danforth has all the features which made the original Danforths famous. There are no stocks or hinges to unfold. It buries itself completely, hence is non-fouling. It stows flat or in hawse pipes. • The new Danforth Mark IV is in production . . . will be on the market soon. • The popular Mark II will be continued and is available now in all sizes at leading ship chandlers everywhere.

R. S. DANFORTH • 2137 Allston Way • Berkeley 4, Calif.

NEW DANFORTH "ROW BOAT" ANCHOR
Handy size for small sail boats, outboards and row boats. Weighs only 4 lbs. Non-fouling; has high ratio of holding power to weight and other well-known Danforth features. Price $3.00.

DANFORTH

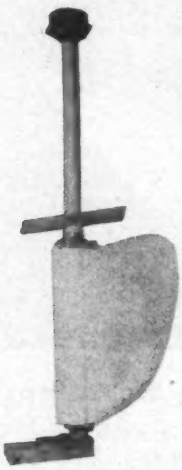
Protected by U. S. & Foreign Patents

"Columbians on the Pride of our Fleet"

"Sylvia," 52', and "Marcia Sherrill," 56', are new boats owned by Shaw Shrimp Company, Jacksonville, Fla., and built by Diesel Engine Sales Co., St. Augustine, Fla.

"We're thoroughly satisfied with Columbian Propellers," says John Shaw, of the firm; "another Columbian Bronze is now being installed on another new boat of ours just being outfitted, the 'Little John'. This last boat is a 65-footer, our best yet, and the fact that we picked Columbian Bronze for the pride of our fleet shows what we think of this make of propeller."

COLUMBIAN BRONZE CORPORATION
Freeport, Long Island, New York



NEW ENGLAND BUOYANT RUDDER

This rudder assembly was developed as a replacement for the old-style wooden rudder with wooden rudder-stock, used for years on New Bedford draggers and Gloucester schooners. Troubles common to wooden construction are well-known, but have been hitherto accepted as inevitable. Later the idea of a steel rudder-post and steel stock came along, and we have built many of this type for wooden blading. Prevention of leaks, accessibility for overhaul, and easier steering effort all contributed to make the wooden-bladed assembly increasingly popular. We still make them and believe they have a definite field for certain types of ships.

The buoyant steel blade, however, is a further step away from wooden construction. This blade is stream-lined, has a certain amount of balancing, and can be designed to secure the maximum amount of blade area permitted by the lines of the hull. The steel blading is formed over horizontal ribs providing lateral stiffness. Each blade is tested under air pressure for tightness. The interior of the blade is painted with asphaltum before sealing, and the exterior of the blade, skeg, and all other parts are grit-blasted and metallized with a heavy coat of zinc before leaving our shop.

It should be noted that the upper and lower palms as well as the removable pintle provide quick removal of the rudder itself. The entire weight of the assembly is carried on a ball-and-socket type rudder carrier which avoids any binding action due to misalignment. The complete assembly consists of the parts illustrated. Steel quadrants and complete steering gears can be supplied as well, if desired.

An assembly such as this is not an "off-the-shelf" item. It is necessary for one of our engineers to take the necessary measurements and prepare plans for each job. These plans may often be quite close to work previously done for which we have templates. Several weeks are required for completion of the work which requires careful machining and welding. There are practically no limitations insofar as size is concerned. Estimates will be gladly submitted.

Specify a New England Buoyant Rudder the next time you build.

NEW ENGLAND TRAWLER EQUIPMENT CO.

307 Eastern Avenue Chelsea 50, Mass.

N. C. Shrimper Wrecked

The shrimp trawler *Dunworkin*, which developed engine trouble 25 miles off Southport on December 25 while towing a disabled schooner in a 50-mile gale, was wrecked after going aground at Wrightsville. The *Dunworkin*, which left Morehead City on December 24 to join a shrimping fleet off Florida, is owned by Raleigh interests.

Several New Boats Planned

Among several Southport men planning to build or buy new fishing boats, mainly shrimp trawlers, are John Simmons, Leon McKeithan, and Sandy Simmons. In addition to these, a number of new boats will be acquired by fleet operators.

To Fish with Lifeboat

A large unsinkable, self-bailing lifeboat, of the type used by the Coast Guard, has been purchased by James Arnold of Southport. Mr. Arnold plans to use the boat for commercial and sport fishing, and will engage in sea bass fishing on the shoals this Winter. He expects to be able to leave storm worries behind, since even if turned over in a hurricane, the boat will right itself.

Outboard Motors of New Design

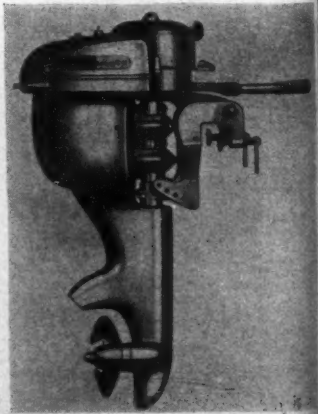
Metal Products Corp., Milwaukee, has announced a new line of outboard motors with advancements in design, construction and performance. The three models have piston displacements of 4.6, 9.2 and 15.9 cu. in. and will be in quantity production for Spring delivery.

The officers of the Company are well known in dealer circles and in the fields of motor-boating and outboard racing. President and treasurer is George L. Kuehn, former motor-boat racing champion. Louis Kuehn, his father, is vice president. Vice president and chief engineer is Leo T. Kincannon, who since 1925 has been designing and testing engines, tools and machinery. The secretary of the Company is Edward H. Engelhorn, who has 15 years of experience in the manufacture of outboard motors.

The new outboards are 15% to 20% lighter and smaller than the pre-war models of like horsepower, and hand grips are built-in, making them easier to handle. Quick starting and smooth operation at all speeds are assured by a patented, float-feed dual carburetion system with adjustments for high, intermediate, and low speeds. Shear-pin troubles have been eliminated through the utilization of a new patented propeller mechanism which automatically disengages the propeller when it strikes an obstruction, and re-engages as soon as the propeller is clear.

The new motors are entirely "outboard", that is, no part of the motor extends inside the boat. This overcomes the problem of oil and gasoline dripping into the boat. They are set lower on the boat and provide full 180° steering. A special securing locking pin assures positive tilt-up position whenever desired.

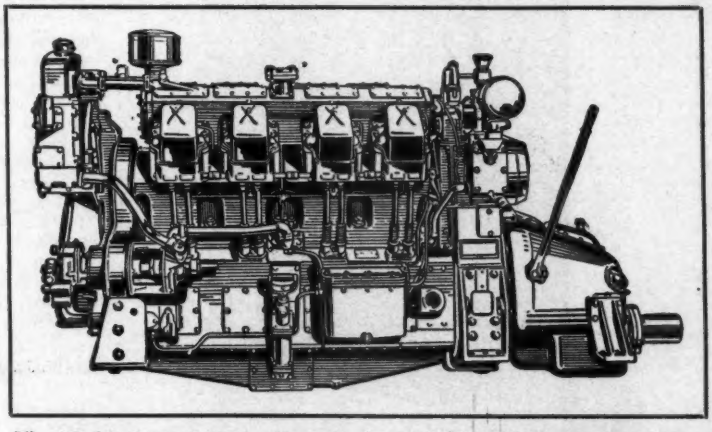
The two-piece overall motor housing makes possible the removable cylinder sleeves and bearings. These outboards have light-weight aluminum alloy pistons and connecting rods, hardened steel gears, hardened and ground bearing surfaces, counter-balanced crankshaft, automatic oiling, rotary neoprene water pump of a patented design, a collector-ring-equipped magneto that assures positive firing and eliminates broken and leaky wires. Other advancements include the large capacity, die cast, gas tank, weedless type propeller, and underwater exhaust.



10 hp. Metal Products outboard motor.

MAINE FISHERMEN!

Avoid expensive "tie-ups" by powering your boat with a Caterpillar Diesel. Besides the dependability you buy with your engine, you also have immediate access to Southworth's large service and parts department should you need quick repairs.



The Model D17,000 Caterpillar Diesel, rated 135 Continuous horsepower. Will swing 55" wheel. Ideal power for draggers, sardine carriers, lobster smacks.

SOUTHWORTH MACHINE COMPANY
30 Warren Avenue
PORTLAND, ME.
CATERPILLAR DIESEL MARINE

New Type Shock-Absorbing Mount

A new type of anti-vibration mounting unit for the protection of delicate equipment of all kinds, known as the Robinson Vibrashock, is now in production by Robinson Aviation, Inc., Teterboro, N. J.

The mount, which is suitable for many applications in the marine field, is a complete vibration absorption unit ready for installation and use. A damping system, a snubbing system and electrical bonding are integral and are contained in an aluminum housing of standard dimensions. It is designed to absorb vertical and lateral vibrations.

A new departure has been made in the carrying of the principal load by a stainless steel spring with three-way freedom of movement and built-in, three-way limiting snubbers furnishing a resilient stop to limit heavy shock loads.

Engine Builders Elect Officers

E. J. Schwanhausser, Vice-President of Worthington Pump & Machinery Corporation, was elected President of Diesel Engine Manufacturers Association at the association's annual meeting.

Gordon Lefebvre, President of Cooper-Bessemer Corporation, and J. E. Peterson, Vice-President of General Machinery Corporation, were elected Vice-Presidents of the association.

Reelected as Treasurer was Robert H. Morse, Jr., Vice-President and General Sales Manager of Fairbanks, Morse & Co. Harvey T. Hill, Executive Director of Diesel Engine Manufacturers Association, was likewise reelected.

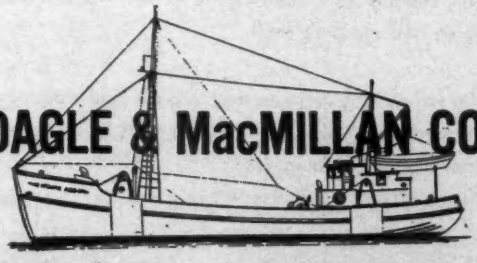
New Directors who were elected are A. W. McKinney, Vice-President of National Supply Co. and G. F. Twist, Vice-President and General Manager of Atlas Imperial Diesel Engine Co.

Continuing on the Board of Directors are George W. Codrington, Vice-President of General Motors Corporation; Charles E. Brinley, Chairman of the Board, Baldwin Locomotive Works; Robert E. Friend, President of Nordberg Mfg. Co.; Norris H. Schwenk, President of Busch-Sulzer Bros. Diesel Engine Co.; Mr. Schwanhausser, Mr. Morse and Mr. Lefebvre.

TRAWL DOORS
Scientifically Designed — Strongly Built
Made in all Sizes and Weights
For Every Dragging Need

FUEL and WATER TANKS
Welded Black Iron and Galvanized

DECK GEAR
Gallows Frames - Bollards - Blocks - Fittings
Swivels - Coupling Hooks - Anchors



DAGLE & MacMILLAN CO.
170 Border St. East Boston, Mass.
Everything in Iron Work for Fishing Boats

. . . will be seen in every boating community. It is your assurance that the dealer on whose premises it is displayed is a certified representative of PALMER BROTHERS' ENGINES, INC.

Since 1895, Palmer Engines have been known for their dependability, ruggedness, simplicity and long life. Every engine of the new Palmer line includes all these characteristics . . . plus all the advantages of today's most modern engineering and manufacturing methods, making them ideal for the newest types of work boats and pleasure craft.

The Palmer line includes both marine and stationary diesel engines, ranging from 9 to 60 H.P., and gasoline engines ranging from 2 to 150 H.P. See your Palmer dealer for further information.

PALMER BROS. ENGINES, INC., COS COB, CONN.

R. I. to Study Pollution

Pointing out that Rhode Island's shellfish industry is menaced by the pollution problem, Governor John O. Pastore recently disclosed that he has instructed the State Health Department to make a detailed study of the matter.

Governor Pastore said that much data has been compiled with reference to the sources of pollution and the water areas that are affected, and while polluted areas are to be found in various waterways throughout the State, many of these areas are isolated problems requiring individual solutions. He added that the main problem is that of cleaning up the streams which flow into the Providence River basin. These streams constitute the chief menace to valuable resources on Narragansett Bay.

Point Judith Boat Repowered

Leon Champlin of Lafayette, R. I., is having his 42' dragger repowered with a 65 hp. Model AMR603 Cummins Diesel equipped with Twin Disc 3:1 reverse gear and 28 x 25 propeller turning at 600 rpm. Installation is being made by Roundhouse Boatyard, Jamestown. The boat operates out of Point Judith.

Rideout Joins Perkins-Eaton

Sidney K. Rideout

Sidney K. Rideout of Taunton, Mass., has become associated with Perkins-Eaton Machinery Co., Dorchester Ave., South Boston, Mass. as marine sales engineer. He will handle sales of Caterpillar Diesel marine engines for the Company on the Massachusetts Bay waterfront.

Mr. Rideout recently secured leave of duty from the U. S. Navy, Office of Supervisor of Shipbuilding, where he was machinery inspector for installation of engines and auxiliary equipment in the First Naval District. Previous to this, he was connected with Walter H. Moreton Corporation, of Boston, where he was engaged in engine installation and service work.

Teleflex Remote Control System

The Teleflex system of mechanical remote control, developed by Teleflex Inc., 248 W. Wingohocking St., Philadelphia 40, Pa., comprises a special cable which is so constructed that it forms a flexible rack sliding in either a rigid or flexible conduit or tube. Teleflex cable is helically wound and the helices provide a bearing surface within the tube or conduit and enable the cable to be meshed in special gear boxes. According to the selection of parts at each end of the system, it is possible to transmit a rotary or a push-pull motion or to translate either to the other.

Throughout its entire travel a Teleflex control is positive, accurate and subject to precise adjustment. Once installed, no further adjustment is necessary throughout the life of the control. A single length of cable extends throughout the entire system and except for the end fittings is the only moving part. This single length of cable operates freely and accurately in both tension and compression.

End fittings are readily installed without the use of any special tools, then the conduit or tubing is fitted in place according to the run selected. Any necessary bends in the conduit are made on the job with a simple wooden bending block. The cable is merely inserted into the system, cut with wire cutters to the required lengths, and attached. This ease of fitting has reduced installation time to a fraction of former requirements. Teleflex controls can be used for such applications as rudder angle indicating, engine room and bridge throttle remote valve control and indication, ventilators and damper whistle pulls, and with signaling devices such as engine order steering and docking, revolution, course, and other types of marine telegraph systems.

HATHAWAY'S

SURE
SWIFT
SERVICE

HAVE YOU TRIED IT
On Propellers, Shafts, Bearings,
Winches, Fishing Machinery, Etc.?

Telephone NEW BEDFORD 57891

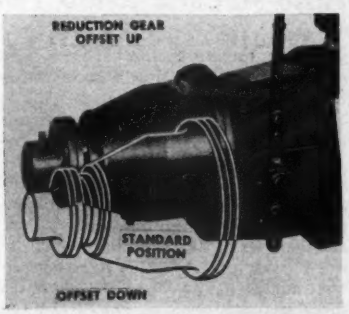
Gray Offers New Engine Design

The Gray Marine Motor Co. has announced that they will continue to build both gasoline and Diesel engines and that early in 1946 the new Graymarine Diesels covering a range from 30 to 275 hp. will be on the market.

The company now offers ten standard gasoline engines of the medium and heavy-duty type. A new development is an interesting method of mounting the reduction gear, which makes it possible to have the gear offset either downwards, which is standard, or upwards which is optional. This has the effect of lowering the installed position of the engine by several inches.

The two latest models put into production in 1945 are the Six-226 and Six-57, continuing the new series based on Gray's standard cylinder block design. This is engineered to take fullest advantage of higher octane fuels which are now being supplied, and to accommodate closed systems of water circulation which are gaining in popularity. The new cylinder blocks have heavier wall section, bearings designed for increased loads, larger passages for flow of cooling water, and an increased number of cylinder head studs.

An oil filter is now optional on all Graymarine engines. Distributor has independent drive from camshaft gear and is mounted on the timing gear housing. This further reduces height. Heavier models have mounting rails with adjusting jacks to facilitate easy alignment.



Graymarine reduction-geared engines' optional assembled position of gear. The upward offset is optional. The downward offset, shown in black and white lines, remains standard.

YOU CAN REALLY DEPEND ON A
KINNEY CLUTCH

You'll get a big lift out of the way the KINNEY Interchange Clutch handles an overload! This KINNEY Clutch is as nearly indestructible as a clutch can be made—it transmits power to your winch or other equipment directly through flat discs and picks up heavy loads easily, smoothly and positively.

The line of KINNEY Clutches is complete for every service in the fishing fleet — main drive, winches, hoists and auxiliary equipment.

Write for Bulletin K-8

KINNEY
MANUFACTURING COMPANY
3560 Washington Street, Boston 30, Mass.

New York Chicago Philadelphia
Los Angeles San Francisco

We also manufacture vacuum pumps, liquid pumps and bituminous distributors.

FOR FISHING,
WORK BOATS
and YACHTS

Buy

Superior DIESELS

Medium Duty
Heavy Duty

•

Economically Priced
Dependable Power
Low Maintenance Cost
Smooth Operation

•

Sales and Service

HARBOR SUPPLY OIL CO.

39 Portland Pier Telephone 2-6537

PORTLAND, ME.

The 61′ Stonington draggers "Marie Julia", Capt. Julio Silva, and "Mildred & Myra", Capt. John George, which were built recently by Essex Boat Works, Inc., Essex, Connecticut. Both vessels are powered with 135 hp. Murphy Diesels, sold by Nicoll-Talcott Co., Hartford.

Connecticut Boat Yard Completes Two New Fishing Vessels

Two new draggers were scheduled to come off the ways at the Stonington Boat Works during January. The *Five Sisters*, owned by Capt. Joseph Hunt of New London, was expected to be launched early in the month. She is 46′ overall, with a 14′ beam and 6′ draft, and is powered with a 110 hp. Gray Diesel. The vessel has a capacity of 30,000 lbs., and is a sister ship of the *Little Chief*, *Lucky*, and *Juliette and Bernard*, all built and designed by the yard.

The *Natalie and Junior*, owned by John Vieira of New Bedford, was expected to be launched later in the month. She is 57′ x 16′ x 7′, is powered with a 165 hp. Gray Diesel, and has a capacity of 50,000 lbs.

The yard has started construction on a 57′ dragger for Capt. Jules Avilla of New Bedford, to be named the *Three Pals*. This vessel, as well as the *Natalie and Junior*, are sister ships of the *Alva*, built for Charles Walker of Southampton, and the *Pvt. Frank Kessler*, built for John Bindloss of Stonington.

A 32′ combination lobsterman and dragger for Antone Henry, Jr., of Stonington, is also under construction.

Perry Extending Dock

Edward Perry of Stonington, recently discharged from the Army, is extending his dock 100′. The dock will be used to accommodate fishing boats, as well as a freezing unit. Fish dinners will be cooked and frozen for wholesale and retail consumption, as well as for Perry's restaurant. Prior to the 1938 hurricane, Perry's Dock, several feet to the north of the new structure, accommodated several small lobstermen, but has not been used for several years.

Hose-McCann Radio Telephones

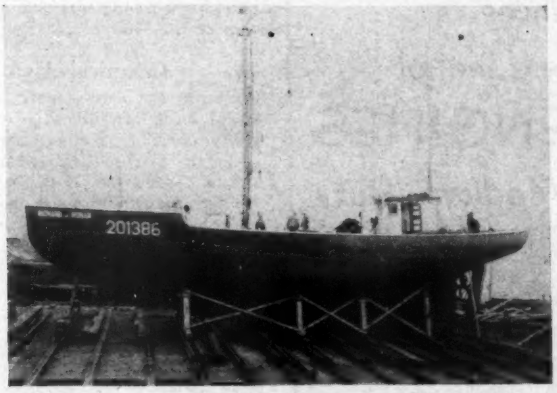
Hose-McCann Telephone Co., Inc., of Brooklyn, N. Y. announce the production of four new radio telephone models ranging in capacity from 5 to 50 watts output and operating on frequencies between 2,000 and 3,000 k. c.

Crystal controlled, these sets complete with transmitter, receiver crystals and power supply, have a low current drain and a minimum number of controls. They can be used with any length of antenna. The 5-watt model which operates on only one channel (receiving and transmitting) is supplied with a microphone although also available with a convenient push-to-talk handset. The three larger models are of handset type with the 10-watt model having five channels and both the 25 and 50 watt models having 10 channels controlling ship-to-ship, ship-to-shore and ship-to-Coast Guard communication as well as broadcast reception. Each channel is individually adjusted so as to operate independently thereby increasing both transmitting and receiving efficiency.

The transmitter and receiver present a compact unit in a single steel case that is rust and corrosion protected throughout.

MARINE RAILWAY & REPAIR CO.

SOUTH PORTLAND (7) MAINE



This 41 year old schooner entirely rebuilt here recently

BUILDERS & REPAIRERS OF COMMERCIAL VESSELS OF STEEL OR WOOD

1200 Ton - 350 Ton & 75 Ton Marine Railways

1000 Ton Lateral Transfer Table — 580 Foot Fitting-out Pier

Most Up to Date Machine Shop - Pipe Shop - Plate Shop & Woodworking Shops

Quality is the Key

(Continued from page 7)

fish from the hold into unloading baskets without using pitchforks is still unsolved. The employment of conveyors running from the hold to the dock would seem a possibility, but as yet no satisfactory method has been developed which will handle different sizes of fish.

Improvements in the construction of fish holds should be studied. Regardless of how good a washing down the hold gets, there is a possibility that bacteria may get lodged in wooden sheathing, particularly if it is the least bit worn or splintered. Perhaps it would be possible to give the entire hold lining a coating of pitch or asphalt and thus provide a smooth, easily cleaned surface.

Without a doubt the American public became more fish conscious during the war. Many people ate seafood for the first time, or at least became better acquainted with its variety, nutrition and delectability.

To retain its old customers and to gain new ones, the fishing industry must put out a top quality product. To do this requires careful handling all along the line, from the time the fish come out of the water until they reach the hands of the consumer.

General Manager of Strand Retires

Clyde W. Blakeslee, General Manager, N. A. Strand & Co., Chicago, Ill., retired December 31 from the management of the Company but is still associated with them in an advisory capacity. Mr. Blakeslee has been General Sales Manager and General Manager for the past twenty-five years, and has been actively engaged in the Machinery and Supply Industries for fifty-seven years.

His successor is Wilburn H. Swanson, who has served for several years as Superintendent and General Purchasing Agent of the Company which manufactures fish scaling machines.

BETHLEHEM STEEL

Bethanized **TRAWLER ROPE**

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

when you think WIRE ROPE . . . think BETHLEHEM

EDSON

Announces

A Complete Line of

MARINE ENGINES

Heavy Duty — Medium Duty

High Speed

PARTS - SERVICE - SALES

COMPLETE STEERING EQUIPMENT

Wheels-Quadrants
Gears-Sheaves
Shock Absorbers

EDSON NON-CHOKABLE BILGE PUMPS

Hand Operated in Four Sizes

The EDSON Corporation

49 D Street Phone 3041 South Boston, Mass.

REPAIRS
ALTERATIONS
To
FISHING BOATS

We have facilities, manpower and experience to do any kind of repair or re-conditioning job to wooden hulls, Diesel or gasoline engines, rigging. Our many satisfied customers attest the dependability of our work.

May we serve you?

SOUTHWEST
BOAT CORPORATION

SOUTHWEST HARBOR - ME.

Texas Fish Production Up

Texas fish production for the month of December reached the high of the year, with trout, redfish, drum, and flounder bringing highest prices at the fish houses. Shrimping was not as successful, with unfavorable weather and rough seas combining to reduce catches. The month was very windy, and after the bays were closed on December 15 for the Winter spawning period, shrimping was eliminated in all waters with the exception of the Gulf of Mexico.

Chemicals Used for Oyster Opening

Oysters are being opened successfully by the use of chemicals at the Rockport Fish and Oyster Co., Rockport, under the direction of Albert Collier, marine biologist. The plant is believed to be the first in Texas to use this method.

The oysters are washed and submerged in a chemical bath which relaxes the muscles and opens the shell. The latest equipment has been installed at the plant, and much of the work is done mechanically. Special lamps are used throughout the opening and packing rooms for sterilization of the air.

"Betty Louise" Explodes

The 40′ trawler *Betty Louise* was completely destroyed at Aransas Pass late in December by an explosion which occurred in an attempt to start the engine. The vessel was valued at $4,500.

Joe Gonzales of Port Isabel, who was in the cabin of the *Campeche*, a trawler moored nearby, was severely injured by flying debris from the exploding vessel.

Two New Surface Preparations

American Pipe & Construction Co., Los Angeles 54, Cal., has announced two new products: Amercoat No. 59, a surface preparation for zinc, and a treatment for galvanized metal surfaces prior to application of a protective coating; and Amercoat No. 60, a surface preparation for copper and brass which is a similar treatment for these metals.

Small Air-Cooled Sheppard Diesel

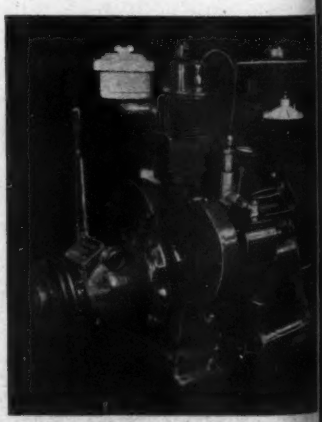
A new Diesel engine being built by the R. H. Sheppard Co. of Hanover, Pa. is unique not only because it's claimed to be the smallest Diesel ever built for commercial use, but also because it has the added feature of being air-cooled.

In spite of the intense temperatures created by the high ratio of compression inherent to all Diesels, the air-cooling is so efficient that a hand can be laid on the cylinder without discomfort while the engine is operating at full load. This cooling efficiency is accomplished by directing a fan driven stream of fresh air over the cooling fins. The absence of a liquid cooling system reduces the weight and size of the unit, as well as the time required for servicing and maintenance.

Overall the engine stands 28½″ high, 20¾″ wide and 22½″ long with crank removed. Because of its small size and portability, the Sheppard Co. predicts wide use of it for powering communication systems, auxiliary lighting plants, pumps and other types of power driven equipment.

It is a single cylinder, 4 cycle Diesel, developing 3¾ hp. at 1800 rpm. It has a 3″ bore, 4″ stroke. Piston speed is 1200 fpm. at 1800 rpm. Piston displacement is 28 cu. in. Standard governor regulation is 3½%. It is equipped with both hand and 12-volt electric starting. An indication of its economical operation is its fuel tank, which holds 9/10 of a gallon.

The engine is also available direct-connected to a 2 kw. generator with control box and rheostat.



New 3¾ hp. Sheppard Diesel.

Great Lakes Treaty

(Continued from page 19)

Personnel of the Commission

The Commission is to be composed of 6 members, 3 from each country, notwithstanding that the United States fish production of the Great Lakes is, approximately, 72% of the total, while the Canadian production is but 28%. The United States Commissioners are to be, one to represent the Fish & Wildlife Service, one the states, to be selected from a list, of at least two, and one the public at large, with the qualification that the latter must be qualified by reason of his knowledge of the Great Lakes fisheries. All to be appointed by the President. The one to represent the states affected is to be chosen from a list, of at least two, submitted to the President. Nothing is said about how this list is to be made up, or who is to submit it. Nowhere is there any provision for a representative of the commercial fish industry. Surely they are the ones most vitally affected, and should have a definite designated voice in any system of control.

Advisory Committee

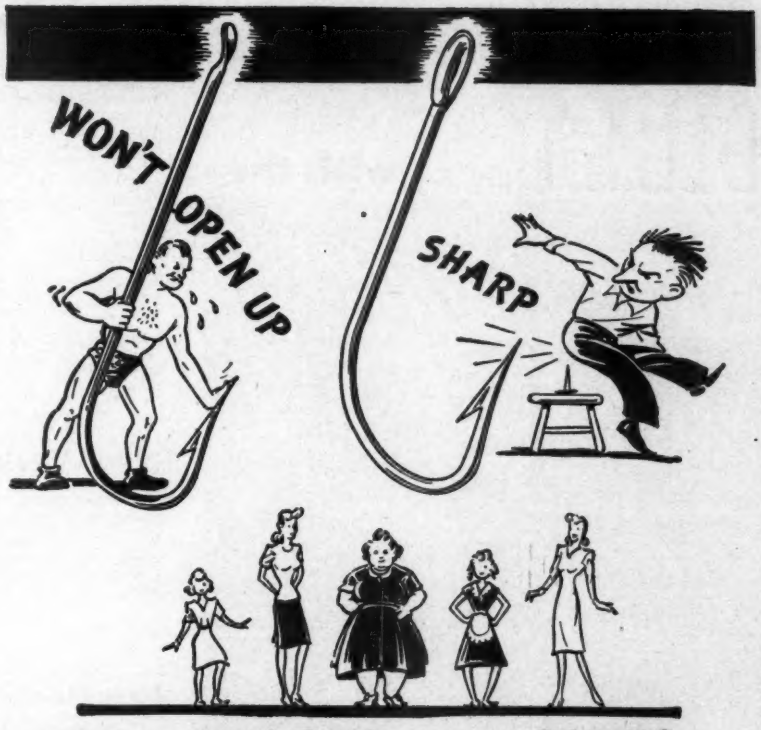
The treaty permits the establishment of an advisory committee. Such a committee would have no authority in making regulations, so the Commissioners would not be bound by anything such a committee would recommend. It means nothing. Hearings are to be held on the lakes, before regulations are made. Experience in the past with such hearings has been that they have little value, as they generally start out with foregone conclusions.

Uniformity of Regulations

The treaty provides that the regulations shall be uniform for each lake, or equivalent, in their effectiveness. But note again the proviso: "The Commission may from time to time make such regulations for each lake separately, and may establish zones within a lake, and make regulations for the various zones of that lake, in accordance with the differences in conditions." Again it is left to the absolute discretion of the Commission to do as they like in any lake. Further Article IV provides that each state, and Canada, can pass any regulations, provided they are consistent with the regulations set by the Commission. This means that the states can pass stricter regulations, but it positively does not mean that any state can ease up on regulations. You would still have the same old battle with extra-conservationists and sportsmen appearing before state legislatures demanding further restricting of commercial fishing.

Enforcement

United States enforcement is left primarily with the states. Many of our troubles now are due to lack of enforcement of existing laws. How can there be uniform enforcement with hundreds of producing points and some twenty species of fish involved? There would be endless violations of the law, which would prove a boon to the unscrupulous, and a direct penalty on the honest fishermen.

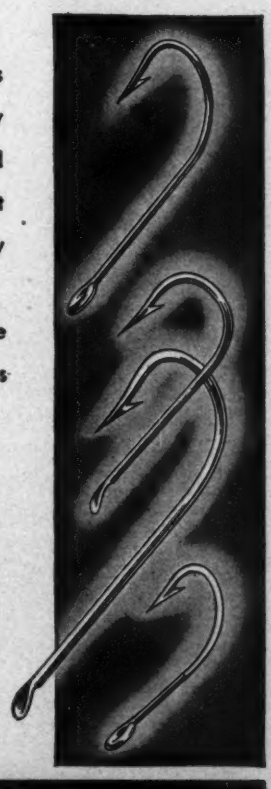


ALL SHAPES AND SIZES

Ask fishermen who use DeWitt hooks (you'll find them all over the world). They will tell you that DeWitt hooks give good service — a surer catch — a lower hook cost per season. That's because the points stay sharp — and the hooks keep their shape.

DeWitt American-made Hooks are made especially for men who depend on good hooks for their living.

Write for catalog and quotation on your season's supply of hooks. Please give the name of your supply house. Address Dept. A.



DeWitt
AMERICAN-MADE
FISH HOOKS

Bill DeWitt Baits Auburn, N. Y.
DIVISION OF SHOE FORM CO. INC.

FIRST ooo with the

THE SIMPLEX-BLUDWORTH supersonic echo depth RECORDER enables fishermen to locate the most abundant fishing grounds, make larger catches—and then with full hold, return straightway to port, where first-comers get the best prices.

BLUDWORTH MARINE
100 GOLD STREET, NEW YORK 7, N.Y.

Boston Landings — December

(Hailing fares. Figure after name indicates number of trips.)

Adventure (1)	90,000	Neptune (2)	272,[illegible]
Arlington (2)	403,000	Newton (2)	266,[illegible]
Atlantic (2)	221,000	Nina B. (2)	364,[illegible]
Belmont (1)	168,000	Ocean (1)	171,[illegible]
Billow (2)	240,000	Ohio (2)	194,[illegible]
Breaker (1)	114,000	Plymouth (1)	138,[illegible]
Breeze (1)	125,000	Quincy (2)	230,[illegible]
Brookline (1)	140,000	Roma (3)	93,[illegible]
Calm (1)	195,000	Rosalie D. Morse (2)	346,[illegible]
Charles M. Fauci, Jr. (1)	105,000	Rosemarie M. (1)	36,[illegible]
Cormorant (1)	190,000	Sea (2)	219,[illegible]
Crest (2)	301,000	Surge (1)	218,[illegible]
Delaware (2)	329,000	Texas (1)	102,[illegible]
Dorchester (2)	248,800	Theresa R. (2)	184,[illegible]
Drift (2)	375,000	Thomas D. (2)	170,[illegible]
Estrela (2)	295,500	Thomas Whalen (2)	294,[illegible]
Fabia (2)	273,000	Tide (2)	347,[illegible]
Francis C. Denehy (2)	48,000	Triton (2)	288,[illegible]
Gale (1)	167,000	Vandal (1)	5,[illegible]
Gertrude Parker (2)	50,000	Venture II (2)	154,[illegible]
Lark (2)	178,000	Wave (2)	349,[illegible]
Maine (2)	370,500	Weymouth (2)	303,[illegible]
Maristella (2)	211,500	Wm. J. O'Brien (2)	243,[illegible]
Marjorie Parker (1)	49,000	Winchester (2)	393,[illegible]
M. C. Ballard (1)	116,700	Winthrop (1)	96,[illegible]

New York Landings — December

(Hailing fares. Figure after name indicates number of trips.)

Amelia (1)	44,000	Mary Anne (2)	123,[illegible]
Catherine C. (2)	107,000	Mary S. (1)	9,[illegible]
Felicia (1)	56,300	S #31 (1)	12,[illegible]
Florence B. (2)	160,000	Venture (1)	5,[illegible]
J. & E. Riggin (1)	12,000	Viking (1)	18,[illegible]
John G. Murley (2)	106,000	Virginia (2)	172,[illegible]

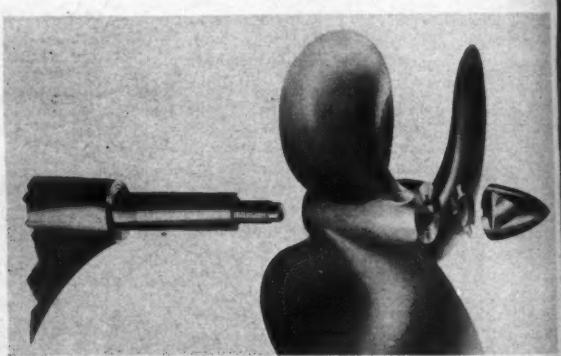
Scallop Draggers (Landings in Gallons)

Gloria F. (1)	400	Sunapee (1)	[illegible]
Rosalie F. (1)	950		

New Oakite-Vapor Cleaner

To meet the cleaning demands of modern industry, Oakite Products, Inc., 57 Thames St., New York 6, N. Y., has developed a multiple-duty steam cleaning unit known as the Oakite-Vapor Cleaning Unit, which is described in a new folder.

This unit is a self-contained, down-draft flame, oil-fired, enclosed coil-type steam generator that delivers hot vaporized cleaning solutions under selective pressures up to 200 lbs. for the removal of grease, grit, grime, paint and other deposits from surfaces. A wide range of fuel oils such as No. 1, No. 2 or No. 3 fuel oil, kerosene or gasoline, may be used to operate the unit. Due to its flexibility of steam pressures, the unit may be used on many different types of light and heavy-duty cleaning.



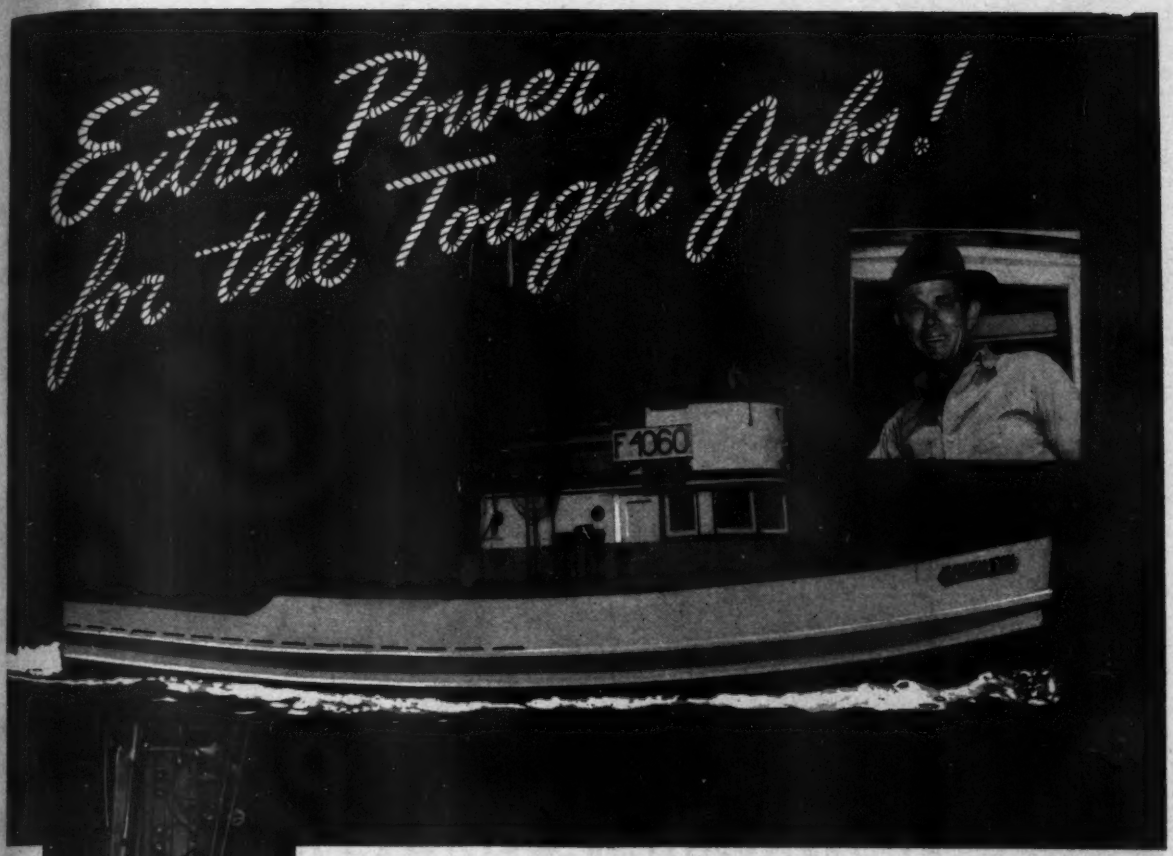
Federal-Mogul's new Taper Spline integral key shaft.

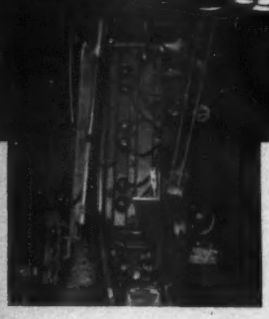
Integral-Spline Propeller Shaft

A new development by Federal-Mogul Marine, 4051 Beaufait Ave., Detroit 7, Mich., is their integral Spline-Shaft which, in addition to solving shaft breakage problems in PT's provided a degree of interchangeability. The new Taper Spline integral key shafts provide greater torsional strength and thus permit a reduction of shaft diameter for a given power.

The shafts simplify installation and there is no chance of the loosening or shearing off of key upon repeated reversing action of the vessel. It eliminates hub fractures due to "bottoming" or out-of-line keys and keyways. The possibility of keys loosening is eliminated. The new shaft also permits under water propeller replacement when necessary.

Extra Power for the Tough Jobs!





"You can't beat a Chrysler Crown" says Skipper Tom Donner.

The 52 foot San Simeon is powered by a Chrysler Crown with 5 to 1 reduction gear, turning a 38" diameter, 32 pitch propeller at 400 r.p.m. Owned by the Van Camp Sea Food Company, Inc., she fishes around the Catalina Islands, Santa Monica Bay and up the Pacific Coast. Tom Donner, Skipper, says, "She has run as long as 26 hours straight on a one-way trip, keeping her speed in all kinds of weather."

From July to November, the San Simeon runs back and forth to Catalina, picking up fish from small boats. As much as 27 tons have been carried on the deck alone. From November to February, she fishes for mackerel; then, repaired and repainted, she is ready to go out for albacore.

Commercial fishermen everywhere rely on Chrysler Marine engines because they have that margin of dependability and safety that pays dividends.

Chrysler Marine engines are "Built to Live in the Water"! They are not assembled or converted engines — not rebored or rebuilt jobs — but designed, engineered and built exclusively for marine use.

Write for the Chrysler Marine Engine Catalog. Learn how to get that "Extra Power for the Tough Jobs."

Chrysler
MARINE ENGINES
"BUILT TO LIVE IN THE WATER"

MARINE POWER TO FIT THE HULL

Two Sixes, an Eight, a Diesel — to fit your boat and your requirements! Proved and improved on the "sea lanes" in peace and war.

"LISTEN TO THE MUSIC OF ANDRE KOSTELANETZ, THURSDAYS CBS, 9 P.M. EST"

MARINE ENGINE DIVISION
CHRYSLER CORPORATION
12205 E. Jefferson, Detroit 31, Michigan
ACE • CROWN • ROYAL • DIESEL
80 to 141 Maximum Brake Horsepower

MARINE ENGINE DIVISION, CHRYSLER CORP.
12205 E. Jefferson, Detroit 31, Michigan

Please send the Chrysler Marine Engine Catalog

Name _____

Address _____

City _____ State _____

There are Values in

Superior DIESELS

. . . . that only performance can reveal

SUPERIOR DIESELS
MARINE • STATIONARY • LOCOMOTIVE

Superior ENGINES
Division of
THE NATIONAL SUPPLY CO.
Plant and General Sales Offices: Springfield, Ohio

New Bedford Landings—December

(Hailing fares. Figure after name indicates number of trips.)

Adele K. (3)	27,000	Junojaes (2)	150,000
Adventurer (3)	51,000	Kelbarsam (4)	101,000
Aloha (2)	220,000	Liboria C. (3)	18,500
Alva (1)	9,000	Louise (1)	60,000
Angeline (1)	1,000	Malvina B. (1)	15,000
Anna (1)	500	Marie & Katherine (1)	18,000
Anna C. Perry (1)	17,000	Mary & Joan (3)	197,000
Arnold (2)	32,000	Mary Grace (3)	118,500
Camden (3)	62,000	Mary J. Hayes (2)	181,000
Cape Ann (2)	113,000	Mary J. Landry (1)	2,000
Catherine & Mary (1)	11,500	Mary Tapper (2)	65,000
Catherine T. (2)	99,000	Minnie V. (1)	3,500
Charles E. Beckman (1)	3,000	Mishaum (1)	5,000
Christina J. (1)	56,000	Molly and Jane (1)	2,500
Clinton (1)	1,500	Moonlight (1)	25,000
Connie F. (1)	16,000	Nashawena (1)	6,500
Dauntless (2)	6,500	Nautilus (2)	80,000
Diana A. (2)	178,000	New Bedford (2)	113,000
Doris (1)	2,000	New Dawn (1)	22,000
E-C (1)	500	Newfoundland (2)	76,000
Edith (1)	2,000	Noreen (2)	183,000
Elva (1)	1,700	Palmers Island (2)	7,500
Emma Marie (1)	1,000	Pearl Harbor (2)	85,000
Eva K. (3)	12,500	Pelican (1)	36,000
Eunice-Lilian (2)	94,000	Richard and Arnold (3)	12,500
Fairhaven (2)	122,000	R. W. Griffin, Jr. (1)	29,000
Felicia (1)	30,000	St. Anthony (1)	2,000
Flavia (1)	1,500	Sankaty Head (1)	5,000
Four Sisters (1)	20,000	Sea Hawk (1)	12,000
Gladys & Mary (2)	145,000	Sea Ranger (1)	81,000
Growler (1)	42,000	Skilligolee (1)	45,000
Gud Kay (1)	6,500	Solveig J. (3)	141,500
Hardja (1)	5,000	Stanley B. Butler (2)	201,000
Hilda Garston (2)	140,000	Susie O'Carver (1)	4,000
Hope (1)	3,000	The Friars (1)	20,000
Idlewild II (1)	7,000	Venture I (2)	117,000
Ivanhoe (1)	36,000	Viking (3)	138,000
Janet & Jean (1)	7,000	Virginia & Joan (1)	7,000
Jerry & Jimmy (2)	102,500	Wamsutta (1)	45,000
J. Henry Smith (1)	1,500	Whaler (3)	111,000
Josephine & Mary (1)	58,000	Winifred M. (2)	11,000

Scallop Draggers (Landings in Gallons)

Abram H. (1)	600	Louis Thebaud (1)	850
Bobby & Harvey (1)	700	Mary D'Eon (1)	600
Carol & Estelle (1)	400	Muriel & Russell (1)	300
Dagny (1)	400	Olga C. (1)	550
Emily H. (1)	600	Palestine (2)	1,500
Francis J. Manta (1)	170	Ursula M. Norton (1)	1,150
Friendship (2)	1,200	Viking (1)	500
Linus S. Eldridge (1)	700		

New Bludworth Depthometer

Bludworth Marine, Division of National-Simplex-Bludworth, 100 Gold St., New York, N. Y., announces the Depthometer, a new lightweight supersonic Depth Indicator for small craft where limited space requirements make installation of standard types of commercial depth sounders impractical.

The instrument, based on designs for the Navy, where it was used in all parts of the world for charting unknown depths preliminary to beach-head invasions, has been redesigned for commercial use. The unit contains no rotating machinery and therefore requires no lubrication. It is 100% electronic in operation and the probing sound waves are supersonic, insuring silent operation. It is completely self-contained and can be operated on 6, 12, 24, 32, and 110 volt D.C., ship's lighting supply or directly from an independent 6 volt storage battery.

Easily installed, the Depthometer requires only minimum wiring. A patented circular magneto-striction oscillator and special reflectors concentrate all the energy in a narrow beam to the ocean bed. These oscillators are housed in a projector unit which attaches to the hull of the boat. No delicate crystals are employed.

The Depthometer enables the operator to find instantly the exact depth of water beneath his craft. Depths are read easily on a full-vision meter scale, readings to 180′. A constant check as to its calibration is provided for by a small indicating device visible on the front panel. Provision is made for the attachment of a remote indicator which will repeat identical depth indications readable in any remote location on the boat. Or the navigator who wants to retain permanent record of sounded depths along the boat's course can obtain a local or remote permanent recorder which is simply attached to the instrument.

Marine Folder on Eco Pumps

Eco Engineering Co., 12 New York Ave., Newark 1, N. J., has issued an illustrated folder describing the features of Eco Single and Double Impeller Gearless Pumps and their particular application to marine uses. Sectional views show the efficient operation of the pump when run clockwise or counterclockwise.

HARDWOOD HANDLE

No. 1 with seafood men...

service is the reason

HIGH-CARBON TEMPERED STEEL

More Briddell clam and oyster knives in service than any other make. Two good reasons for it: (1) They're made by folks who live in a big seafood center, know fishermen's needs; (2) they're made by craftsmen who know the metal hand-tool business. Briddell makes 'em in several shapes of blade and handle, to give the seafood man his choice. Only the finest materials and workmanship permitted at Briddell's. At better dealers.

Briddell products are advertised to 15,000,000 readers, every other week, in The Saturday Evening POST

Chas. D. Briddell INCORPORATED

Crisfield, Maryland

CRAFTSMEN IN METAL SINCE 1895

OYSTER TONGS AND KNIVES · GRAPNELS
CLAM RAKES AND KNIVES · FISH SPLITTERS

FISHING EQUIPMENT
for all sizes of
Draggers and Trawlers

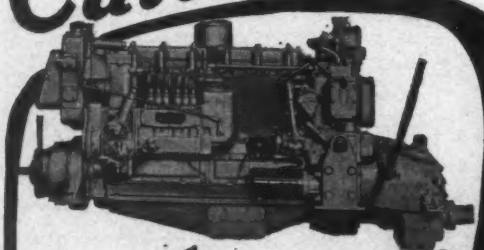
Westerbeke Trawl Nets and Sections • Wall and Plymouth Ropes and Twines • Grimsby Fittings and Cod Ends

Roebling Wire Ropes — Danforth Anchors

Complete Line of Marine Hardware

WESTERBEKE FISHING GEAR CO.
279 Northern Ave., Boston, Mass.
Branch Store and Warehouse at Gloucester

"Caterpillar"



MARINE DIESEL ENGINES
PROPULSION - AUXILIARY
STATIONARY POWER UNITS
ELECTRIC GENERATING PLANTS

H.O. PENN MACHINERY CO.
INCORPORATED
140th STREET & EAST RIVER, NEW YORK 54, N. Y.
BRANCHES
MINEOLA, LONG ISLAND POUGHKEEPSIE, N. Y.
NEWINGTON, CONNECTICUT.

New Brunswick Has Big Lobster Take

By C. A. Dixon

As December faded from the picture, southern New Brunswick lobster fishermen expressed a great deal of satisfaction over the Fall season, although it is generally recognized that had the weather been more favorable even more lobsters would have been taken. Following the opening of the Nova Scotia season on December 1, large quantities of the shellfish were purchased from the Nova Scotia fishermen by New Brunswick and Maine dealers equipped with large pounds, of the open sea type.

At Northern Harbor, Deer Island, the Conley pound, one of the largest of its kind in the world, was well stocked. The new pound at Harris Cove, Eastport, was put into operation and stocked with Nova Scotia lobsters. This pound is operated by Charles Emery and Oscar Frankland, well known fish dealers who operate a cannery and do a large business in fish of all kinds throughout the year.

The lobster catch for the month of November was worth $251,089 to the fishermen, and topped all other seafoods in value. Grand Manan, with 2,564 cwts., valued at $128,200; had the largest catch, followed by East Charlotte, 1,116 cwts., valued at $62,496; Saint John, 547 cwts., valued at $27,897; Campobello and West Isles, 326 cwts., valued at $17,930; West Charlotte, 174 cwts., valued at $9,222; and Saint John City, 99 cwts., valued at $5,344. The total catch aggregated 4,826 cwts.

For a period of several years there has been a constant increase in the catch and value of lobsters taken in southern New Brunswick, and the lobster industry is now considered one of the principal branches of the commercial fisheries in that district. The average price paid to fishermen for live lobsters in November, 1945 was $52.03 per cwt., whereas the price paid in November of last year was only $28.55. All the lobsters caught this year were sold in the shell.

Anticipate Good Sardine Seining

It is anticipated that the New Year will provide a large quantity of sardines for Southern New Brunswick purse seiners. Much new gear has been purchased, and old gear has been repaired in preparation for Winter seining. One fisherman, making his first set, got so many fish in his seine that it was split in two, and no less a quantity than 90 hogsheads was salvaged from the torn part when it was puckered up and hauled in. The fish were seined off the North Shore of Charlotte County. Sardines were also reported at Grand Manan.

Large Herring Catch Shows Increase

There was a substantial increase in the large herring catch in the Grand Manan area this Fall, when 946 hogsheads were caught and sold for $15,606. At Grand Manan alone, 828 hogsheads were caught during November, valued at $13,662. The demand for boneless herring and all other kinds was good and steady.

Advocates Reduction in Income Tax

Charlotte County now has a fisherman as its representative in the Canadian House of Commons. He is A. Wesley Stuart of St. Andrews, a sardine weir owner, and for many years a well-known boatman and fisherman. Mr. Stuart has advocated the lessening of the income tax burden on weir fishermen by means of a new levy which would be based on the average income of weirmen over a period of years, instead of annually as at present.

Sardine Catch Up

Southern New Brunswick weir fishermen caught 5,612 hogsheads of sardines valued at $92,607 in November, compared to 5,212 hogsheads valued at $85,974 during the same month of last year. Grand Manan had the largest catch, 2,765 hogsheads, valued at $45,622; followed by East Charlotte, 1,437 hogsheads, valued at $23,717; West Isles, 1,038 hogsheads valued at $17,130; West Charlotte, 304 hogsheads, valued at $5,016; and Campobello, 68 hogsheads valued at $1,122.

FISHING TRAWLERS — TWO AVAILABLE

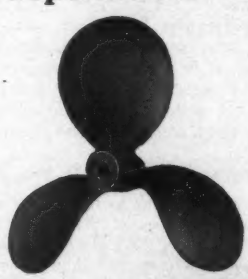
One, delivery approximately 60 days; one, approximately 120 days. 78′ 6″ length; 19′ beam; 8′ draft. Cargo capacity 100,000 pounds. Fuel capacity 1,000 gallons. Fresh water capacity 400 pounds. Horsepower 225-260.

For Further Information, Call or Write

BARBOUR BOAT WORKS

NEW BERN, NORTH CAROLINA

The "High Liners" must have efficient, dependable equipment



52″ and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE

PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

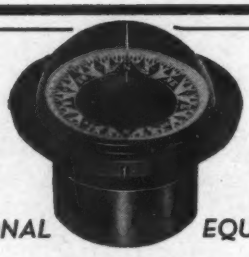
Centrifugal Pump
Combination Foot Valve and Strainer
Model 3100 Reversible Pump
DESIGNERS AND BUILDERS OF PUMPS FOR SPECIAL NEEDS. Famous for soundly engineered reliability, Marine Products has set a record for world-wide service and low maintenance costs. Use M-P equipment in your field.
Industrial MP Marine
ENGINEERED EQUIPMENT
MARINE PRODUCTS COMPANY
6636 CHARLEVOIX AVE. • DETROIT 7, MICHIGAN
Model 3600 Clutch and Pump
Electric Pump

Trawler repairs in the port of BOSTON

Many trawlers, now back in the fishing fleet from their special war service, are in need of repairs to keep them running at top efficiency. Bethlehem's two repair yards in Boston Harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing and reconditioning trawlers. Get in touch with one of these Bethlehem yards the next time you need trawler repairs.

BETHLEHEM STEEL COMPANY
Shipbuilding Division

Atlantic Yard
Simpson Yard
East Boston
Massachusetts



NAVIGATIONAL *EQUIPMENT*

for all types of vessels

KELVIN & WILFRID O. WHITE CO.
90 State Street, Boston
and New York

M BUDA ES

DIESEL or GASOLINE . . 20 to 340 H.P.

- **GENERATOR SETS**
- **AUXILIARY & PROPULSION ENGINES**

WRITE OR WIRE FOR FULL INFORMATION

THE BUDA CO. HARVEY (Chicago Suburb) ILLINOIS

Vineyard Undergoes Rough Weather

By J. C. Allen

During the past four years the Vineyard has had more strangers aboard in Winter than ever before. It also has been true that during this period the local inhabitants have been obliged to apologize more frequently for lousy, cussed weather than ever has been done since old Moshup built the Island! We start out on this tack because, for gosh sakes, December up to the final flurry was the worst month in the period.

It was a month of snow, wind and cold and general hellishness, hard to beat and never equalled in these latitudes, with gales, such as the oldest inhabitants have seen only once or twice in three-quarters of a century. The winds smashed sea walls, crumbled shore-fronts, busted docks, and some fishing boats were caught offshore. Others piled up on some of the islands around the Vineyard, high and dry, on the outside at least.

But in all seriousness, in 90 years' experience, more or less, we never have seen so many new fishing vessels at sea or so many resurrected hulks dragged out of the salt marshes and put into commission. There are vessels running right now which we will bet have no bottoms in 'em at all, but keep afloat just by will power and the Grace of God.

Fleet Hits Yellowtails

As to the local fisheries, the month opened with a dash of the kind of luck that grandfather used to talk about. The fleet, some 50 strong, ran offshore a piece, and between No Man's and Block Island they hit the best yellowtailing that they have had in a couple of years. Some of the vessels reported 50 bushels of clean fish to a drag, which is good going in any language. There wasn't too much beyond that, but hell's bells, nobody wanted anything more. They came in and whooped up the glad news that now that the bombing is all over, the fish are coming back from somewhere, God knows where, and that was that.

It was about this time that the first breeze struck. It was a ring-tailed twister, and no blasted error. Outside of scaring all hands to death, ashore and afloat, and tearing every cussed thing to pieces alongshore, it didn't do much damage hereabouts. But when the gang went back after more fish, they didn't find a thing.

Since then the pickings have been light inshore. All hands have taken some fish—cod, haddock, and yellowtails—when they have had a chance to fish, but those chances have been few and far between. The wind has blown most of the time, hard enough to start the scalp right off a man's head and wrap it around the mast tight enough to leave prints in the wood.

Inshore Fishermen Do Well

The gang who scull around in shoal water has done very well in spite of the weather, because there were things to do where the swell couldn't hit 'em. All they had to contend with was a breeze that took the buttons right off their oilers, a wind chop that kept one hand busy bailing and a chill that froze a man stiff from his feet to his hip-pockets, that's all.

But they shipped a tidy little bunch of tauthaug, hooked as far back as October, and some even before that. The boys car them up, and hold 'em for the Christmas market, and so help us, it has always been a mystery what those fish live on. They don't lose weight, and they are apt to have plenty of stuff in their innards when dressed after being in the car from 2 to 3 months. They also had a bunch of eels to ship.

Artificial Aid to Scallops

Scallop fishing has continued in the various towns. The set in most of the towns was good, but in Gay Head it was excellent. We never have heard of much artificial aid being given to the scallop fisheries, but if this is possible, it seems as if it might pay well. Here on the Vineyard we destroy some of the starfish and protect the scallop seed, even moving it, if it seems likely to come to harm by freezing or gulls.

The regulations prohibit a man from fishing in a temperature that will freeze scallops, because this would endanger the seed

HORNS-WHISTLES

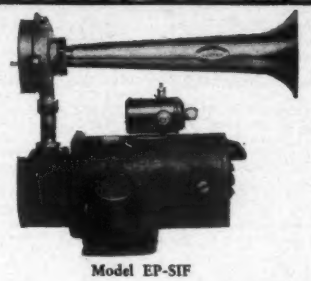
"Electro-Phonic" Air Signal

Defense against Every Emergency—the Fisherman's Sentinel — Protects Lives and Investment.

Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping.

Unexcelled for Fog Penetration, Echo Signals, and Reliability.

Types, sizes for all Marine Needs—Mechanical Fog Horns.



Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST. PALMYRA, N. J.

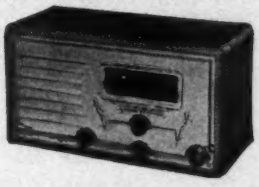
SOUNDVIEW MARINE

PRESENTS THE FAMOUS

Sea Queen

"YOUR BOATING COMPANION"

A Marine Receiver of breathtaking beauty and superlative performance. 3 bands—Standard Broadcast, Foreign Range, Light House Bureau, Hydrographic and Coast Guard Weather Reports, Time Signals, Ship to Shore Telephone Lane. 7 Tube Superheterodyne, highly selective and sensitive in beautiful metal cabinet, non-corrosive and moisture-proofed, precision designed, extremely low battery drain. High fidelity tonal reproduction. Available in 6, 12, 32 volts—other voltages on application.



FOR FURTHER PARTICULARS—SEE YOUR DEALER—OR WRITE

SOUNDVIEW MARINE COMPANY, INC.

267 City Island Ave. City Island, N. Y.

"The Ultimate in Marine Radio"

which he is expected to heave overboard. Only hand dredges are allowed in some places, but power dredging is carried on in others, consideration being given to the nature of the bottom and possible danger of smothering young seed by the mud which is stirred up by the dredges.

Most of the regulations come about as the result of discussions by the fishermen themselves, and have paid good dividends. Some years bring a slimmer set than others, 'tis true, but in general there is something to be had on the beds. If cockeyed planning uses up the free-swimming fish, maybe our gang will still be able to make a living off the shellfish; and they won't have to share it with the universe, either.

Sperry Acquires "Floating Lab"

Radar devices still on the secret list, as well as new developments in other marine instruments designed to increase safety in navigation are now being tested by the Sperry Gyroscope Co. in a "floating laboratory". The concern has chartered the sea going, Diesel-driven yacht *Wanderer*, so that new marine devices can be rigidly tested under actual sea conditions. The *Wanderer*, when under the private ownership of R. W. Allen, served to test Sperry equipment, and was equipped with the Gyro Pilot, Gyro Compass, steering gear, and searchlight.

With the facilities of a marine laboratory a practical necessity for Sperry, opportunity to procure use of the *Wanderer* offered the ideal solution. The craft is 100′ long, with a 26′ beam, and draws 12′. She is powered with two Diesels of 350 hp. each, and with an auxiliary generator capacity of 120 kw. for laboratory use. The cruising radius of 6,000 miles provides adequate facilities for service testing under sea conditions. Her sturdiness, together with other desirable features such as unusually large wheel-house chart room, complete cruising accommodations, machine shop, and ample space for equipment installation, make her well adapted for laboratory and experimental purposes.

Sperry instruments undergoing tests on the "Wanderer".

SPACE SAVER!

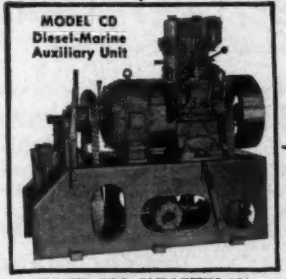
POWER • LIGHT
WATER • AIR

All In One Compact Package!

ENGINE—8 h.p.
GENERATOR—3½ or 5 kw.
AIR COMPRESSOR—11 or 20 c.f.m.
PUMP—60 or 90 g.p.m. at 60 lbs.
Net Weight—1,400 lbs.

Many other combinations and Diesel-Generator sets available, up to 10 kw.

MODEL CD
Diesel-Marine
Auxiliary Unit



WRITE FOR BULLETIN 151

Desirable territories open for factory representatives

LISTER-BLACKSTONE, INC.

8619 W. Mitchell Street MILWAUKEE 14, WISCONSIN, U. S. A.

FISHERMEN THE TIME TO BUILD IS NOW!!!

Several newly designed draggers now under construction in our Yard

Send for plans and specifications

Repair Service **Two Marine Railways Available At All Times**

Complete line of Marine Equipment Including Diesel and Gasoline Engines

New Jersey Distributors for JABSCO PUMPS

Delaware Bay Shipbuilding Co., Inc.

Leesburg, New Jersey

HEAVY DUTY MODELS FOR COMMERCIAL FISHING BOATS

Write for Free Catalog

GRAY

MARINE MOTORS GASOLINE DIESEL

GRAY MARINE MOTOR CO.

646 Canton Ave. Detroit 7, Michigan

MAIERFORM OF AMERICA, INC.
Hull Designs for Seagoing Vessels
25 West 43rd Street
New York 18, N. Y. Bryant 9-8675
In Boston—92 State Street

WILLIAM J.
DEED
NAVAL ARCHITECT
FISHING VESSEL DESIGNS
154 NASSAU ST. NEW YORK

BELLAMY ENGINEERING CO.
Designers & Furnishers of Modern Filleting Plants
"DRESCO" Belting
Worm and Helical Gear Units — Flexible Couplings
302 Walnut St. Newtonville 60, Mass.
Telephone BIGelow 7449

ELDREDGE - McINNIS, Inc.
NAVAL ARCHITECTS
And MARINE ENGINEERS
131 State Street Telephone HUBbard 2910
BOSTON 9, MASS.

FISHERMAN DESIGNS
60 to 112 feet
Numerous Plans Available of Boats Already Built
ALBERT E. CONDON
7 Wood Street Fairhaven, Mass.

GIELOW INCORPORATED
25 West 43rd Street
New York 18, N. Y.
NAVAL ARCHITECTS
MARINE ENGINEERS
Designers of All Types of Fishing Vessels

COLLEY - MAIER, INC.
Naval Architects and Marine Engineers
92 State Street
Boston 9, Mass. Lafayette 5335
In New York—25 West 43rd St.

JOHN G. ALDEN
NAVAL ARCHITECT MARINE ENGINEER
Specializing in Diesel vessel design
131 STATE STREET BOSTON, MASS.
In New York — 607 Fifth Avenue

Gloucester Landings — December

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (11)	134,000	Killarney (1)	65,000
Alden (2)	26,000	Lady of Good Voyage (2)	132,000
Alicia (1)	10,000	Leonarda (1)	5,000
Alpar (2)	24,000	Leretha (1)	70,000
Alvan T. Fuller (2)	125,000	Little Nancy (3)	25,000
America (3)	65,000	Lois T. (11)	72,900
American Eagle (2)	26,000	Lucretia (3)	11,500
Angie & Florence (2)	55,000	Madonna (2)	18,000
Anna Guarino (1)	6,000	Magellan (1)	10,000
Ariel (2)	13,000	Margie and Roy (6)	15,500
Austin W. (2)	102,000	Marietta and Mary (2)	55,000
Automatic (2)	16,000	Marsala (2)	14,500
Ave Maria (3)	84,000	Mary (5)	30,000
Avocet (1)	2,000	Mary A. (2)	92,000
Babe Sears (1)	30,000	Mary and Julia (1)	1,000
Baby Paul (1)	23,000	Mary Curtis (2)	62,000
Baby Rose (2)	103,000	Mary M. (3)	41,000
Balila (2)	89,000	Mary Rose (1)	115,000
Barbara C. (5)	12,500	Mayflower (1)	5,000
B. Estelle Burke (1)	40,000	Nancy F. (2)	20,000
Bettina (1)	7,000	Naomi Bruce (10)	84,900
Bonaventure (3)	55,000	Naomi Bruce II (12)	71,400
Calm (1)	160,000	Naomi Bruce III (11)	145,400
Carmela Maria (1)	25,000	Natale III (1)	29,000
Casco (2)	6,500	No More (2)	2,400
Catherine (7)	28,500	Ocean (1)	210,000
Catherine Amirault (2)	175,000	Old Glory (2)	50,000
Catherine B. (2)	11,500	Olivia Brown (2)	98,000
Catherine L. Brown (1)	40,000	Paolina (2)	32,000
Chebeague (3)	17,000	Phyllis A. (8)	71,200
Cigar Joe (3)	82,000	Phyllis & Mary (2)	28,000
Corinthian (1)	50,000	Pilgrim (1)	95,000
Curlew (2)	211,000	Pollyanna (2)	160,000
Edith & Lilian (1)	87,000	Princess (1)	7,000
Edith L. Boudreau (2)	156,000	R. Eugene Ashley (1)	36,000
Edna Fae (11)	78,000	Robert and Edwin (1)	2,000
Eliza C. Riggs (3)	12,000	Rose and Lucy (2)	23,900
Emily Brown (1)	25,000	Rosie and Gracie (1)	2,000
Emily C. (1)	3,000	Sacred Heart (2)	70,000
Enterprise (11)	129,500	St. Anthony (1)	45,000
Eugene H. (2)	150,000	St. Christopher (2)	207,000
Eva M. Martin (4)	16,000	St. Joseph (4)	62,000
Evelina M. Goulart (2)	97,000	St. Peter II (2)	225,000
Evelyn G. Sears (2)	51,000	St. Providenza (4)	13,500
Falcon (2)	3,000	St. Teresa (2)	25,000
Famiglia (3)	45,000	Salvatore (3)	52,500
Florence & Lee (1)	135,000	Sea Hawk (2)	83,000
Frances R. (3)	23,000	Sebastiana C. (3)	50,000
Gaetano S. (2)	34,000	Squantum (1)	34,000
Golden Eagle (2)	130,000	Superior (1)	60,000
Gov. Al Smith (1)	95,000	Susie O. Carver (1)	40,000
Helen M. (2)	75,000	Theresa M. Boudreau (2)	68,000
Holy Family (2)	62,000	Thos. J. Carroll (1)	69,000
Joe D'Ambrosio (1)	7,000	Trimembral (2)	9,000
Joffre (2)	188,000	V-E Day (2)	203,000
Joseph & Lucia (1)	27,000	Vince (9)	34,000
Josephine & Margaret (1)	4,500	We Three (3)	15,000
Josephine P. II (1)	64,000	Wind (1)	55,000
Joseph S. Mattos (1)	43,000		

Liquidometer Marine Gauges

A complete new line of marine gauges to provide boat owners with accurate, dependable indication of fuel and water level, rudder angle and reverse gear position, is now in production by Liquidometer Corp., Marine Division, Long Island City, N. Y.

The Company has completed its program of reconversion, and various improvements developed and perfected during the war have been incorporated in its line of instruments for pleasure and commercial boats.

Liquidometer's postwar line includes: a direct-reading liquid-level indicator for mounting on the top, side or end of a tank; the type "L" Levelometer, distance-reading. float actuated electric fuel level gauge which eliminates the danger of old electric gauging systems by use of metal bellows seals at tank fittings to prevent escape of vapor or fuel; a distance-reading hydraulic transmission system which does not depend on any outside source of power. An electric rudder angle position indicator is also available. The same hydraulic transmission system used in the fuel gauge can be furnished for transmitting any kind of motion such as rudder angle position or the position of the reverse gear.

Paulsen-Webber Branch Stocks

Paulsen-Webber Cordage Co. of 170 John St., New York, announces that it has increased its services to include warehouse stocks in the Paulsen-Webber Boston and Baltimore offices.

Large stocks of wire rope, fibre rope, chain and allied fittings, canvas and canvas products, similar to those carried in the New York warehouse will be carried for immediate delivery.

The Boston office is at 131 State St., Manager Charles Olivier. The Baltimore office is at 1101 Munsey Bldg., Manager Richard Kehoe.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNALS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS
*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS
*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES
*Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES
*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS
Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS
Marine Division, Bendix Aviation Corp., Norwood, Mass.
*Bludworth Marine, 100 Gold St., New York 7, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.
*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

ELECTRICAL EQUIPMENT
Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS
Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Joshua Hendy Iron Works, Sunnyvale, Calif.
*Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minnesota.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts
*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS
*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
*Southworth Machine Co., 30 Warren Ave., Portland, Me.

EXHAUST SILENCERS
John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY
Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS
Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

FLOATS
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

HOOKS, FISH
*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

ICE PICKS
*Chas. D. Briddell, Inc., Crisfield, Md.

LIFEBOATS
Lane Lifeboat & Davit Corp., 40 Road and Flushing River, Flushing, N. Y.

NAUTICAL INSTRUMENTS
*Kelvin-White Co., 90 State St., Boston, Mass.
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

NETS AND NETTING
W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois.
A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING
H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OYSTER KNIVES, TONGS
*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES
"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS
*International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.

PROPELLERS
*Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

PUMPS
*The Edson Corp., 49 D Street, South Boston, Mass.
Jabsco Pump Co., 8302 Wilshire Blvd., Beverly Hills, Calif.
*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS
*Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES
The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.
*Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 15, Calif.
*Soundview Marine Co., Hugh Grant Circle, Bronx, N. Y.

RANGES
"Shipmate": Stamford Foundry Co., Stamford, Conn.
Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REVERSE AND REDUCTION GEARS
*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS
*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS
*Barbour Boat Works, New Bern, N. C.
*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.
Geo. Lawley & Son Corp., Neponset, Mass.
*Marine Railway & Repair Co., South Portland 7, Maine.
*John H. Mathis Co., Camden, N. J.
Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
*Southwest Boat Corp., Southwest Harbor, Me.
*Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis.
Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR
*The Edson Corp., 49-51 D St., South Boston, Mass.
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS
*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT
*Dagle & MacMillan Co., 170 Border St., East Boston, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE
*Bethlehem Steel Co., Bethlehem, Pa.

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY
On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

CONSIGNMENTS SOLICITED FOR
Fish, Hard and Soft Crabs, Crab Meat
Frogs Legs, Shrimp and Snappers
WM. M. McCLAIN
Wholesale Dealer and Commission Merchant
231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

Marine Bargains

Fishing smack 49′ x 12′ x 5′, rebuilt 1943, gas powered, fine condition, price low. Draggers: 50′ x 15′4″ x 5′, new 1942 Gray Diesel powered, ice 36,000 lbs. 46′ x 14′ x 5′, rebuilt 1942, gas powered, ice 35,000 lbs. 65′ x 17′ x 7′, built 1945, Buda Diesel powered, ice 65,000 lbs. 60′ x 20′ x 7′, rebuilt 1940, 150 hp. F. M. new 1942, ice 50,000 lbs. Above boats are in commission, with full equipment. Rebuilt gas engines, guaranteed: 40 hp. Lathrop with power take-off; Chrysler Crown 3 to 1 red. gear, like new; Red Wing 80 hp., four cyl. Big Chief and many others. Diesel Marine Engines, guaranteed: 80 hp. Fairbanks-Morse Model 36, four cyl., 3 to 1 red. gear, air starting; Superior Diesel Model MRA 4 cyl., 2 to 1 red. gear, fresh water cooled; Fairbanks-Morse 120 hp., four cyl. Model 35 E, with propeller outfit and all auxiliaries; Two Cooper-Bessemer 8 cyl. 370 hp. Model JR. Model DVMB Superior 260 hp., 6 cyl., 2 to 1 red. gear, special steel base, with flexible coupling. 75 hp. Model 35C Fairbanks-Morse 3 cyl. direct rev.; 42 hp., 4 cyl. Model DT Buda, direct drive, like new No. D 3026—and many others. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

Dragger For Sale

45′ x 14′ x 5′, 60 hp. Atlas Diesel, Hathaway winch. In excellent repair, and equipped completely, ready for fishing. Owner has new boat and will sacrifice. Write Box "W", Atlantic Fisherman, Goffstown, N. H.

Dragger For Sale

Dragger "Josie II", 52′ x 14½′ x 5½′, built 1925. Engine, 60 Atlas, 6 yrs. old. Full equipment. Asking $10,000. Vita Lo Piccolo, 45 Fleet Street, Boston, Mass., Tel. Cap. 2743.

Engine For Sale

For sale, immediate delivery, new 225 hp. Gray Diesel, never out the crate. 1½ to 1 reduction with fresh water cooling and all new improvements. Model 64HN5. Length outside 73 in., width 28 in. Cash $4550.00. Will sell for $3,000. E. B. Taber, East Hampton, N. Y.

Trawler For Sale

For sale, trawler, fully rigged, now fishing, 56 ft. long, 16½ ft. beam, powered with D13000 Caterpillar Diesel, built 1944. Reply P. O. Box 571, Fernandina, Fla.

Manager Wanted

Wanted, Production Manager Fillet Plant. Fresh and Frozen—Boston—new company. Unlimited opportunity. State experience, salary expected. Man with foresight and ambition wanted only. Address Box "T", Atlantic Fisherman, Goffstown, N. H.

Eel Gear For Sale

Eel gear for sale. 178 eel pots, 10 x 30, all tarred, lot of them new, and Ford truck, rack body, 1½ ton, 15 eel cars. Price, $500. John F. Kleedorfer, 2666 Cropsey Ave., Brooklyn, N. Y.

Engine For Sale

One 4-cyl. Fairbanks-Morse Diesel, 100 hp., recently overhauled and in very good condition. Two 42 x 34 propellers, 2 shafts and pilot house controls. Price very reasonable. R. J. Peacock Canning Co., Brown's Wharf, Portland 3, Maine.

For Sale

60 hp. Fairbanks-Morse motor. Good condition, is in operation daily until Nov. 15 or Dec. 1, also a reverse gear, in good condition, for a 60 hp. Fairbanks-Morse. Thos. Thomassen, West Sayville, L. I., N. Y.

Index to Advertisers

Barbour Boat Works 49
Bethlehem Steel Co. (Shipbuilding) 38
Bethlehem Steel Co. (Wire Rope) 41
Bludworth Marine 44
Chas. D. Briddell, Inc. 47
The Buda Co. 30

Caterpillar Tractor Co. 35
Chrysler Corp. 45
Columbian Bronze Corp. 36
Columbian Rope Co. 1
Clark Cooper Co. 54
Cooper-Bessemer Corp. 56
Cummins Engine Co. 5

Dagle & MacMillan Co. 37
R. S. Danforth 28
Delaware Bay Shipbuilding Co., Inc. 38
Bill DeWitt Baits 45

R. J. Ederer Co. 4
The Edson Corp. 42
Enterprise Engine & Foundry Co. (Marine Engine Div.) 33

Fairbanks, Morse & Co. 17

Gray Marine Motor Co. 51

Harbor Supply Oil Co. 40
Hathaway Machinery Co. 39
Hyde Windlass Co. 48

International Paint Co., Inc. 7

Kelvin-White Co. 50
Kermath Mfg. Co. 3
Kinney Mfg. Co. 39

The Lathrop Engine Co. 34
The Linen Thread Co., Inc. 31
Lister-Blackstone, Inc. 31

Marine Products Co. 49
Marine Railway & Repair Co. 41
John H. Mathis Co. 15
Michigan Wheel Co. 16
Murphy Diesel Co. 6
Murray & Tregurtha, Inc. 12

The National Supply Co. 46
New Bedford Cordage Co. 33
New England Trawler Equipment Co. 38

Osco Motors Corp. 14

Palmer Bros. Engines, Inc. 28
H. O. Penn Machinery Co., Inc. 48
Perkins-Eaton Machinery Co. 33

Radiation Products, Inc. 8

R. H. Sheppard Co. 9
Snow-Nabstedt Gear Corp. 13
Soundview Marine Co. 51
Southwest Boat Corp. 42
Southworth Machine Co. 37
Sperry Gyroscope Co., Inc. 2
Sturgeon Bay Shipbuilding & Dry Dock Co. 31
Submarine Signal Co. 10
Superior Diesels 46

Westerbeke Fishing Gear Co., Inc. 48
Wolverine Motor Works Inc. 31

Where to Ship in New York

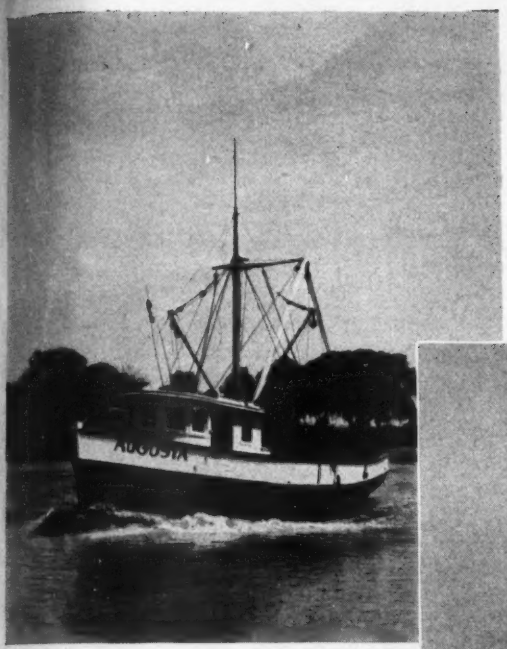
Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

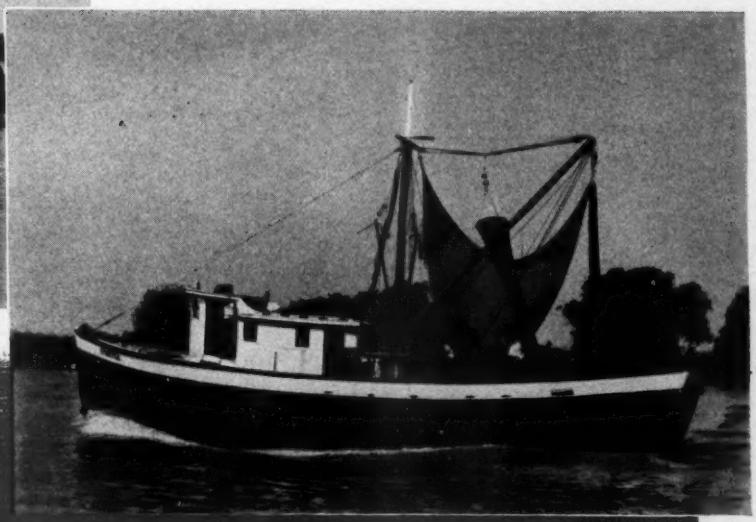
Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market



NEW SHRIMP BOATS POWERED BY "CATERPILLAR" DIESELS



Latest additions to the St. Johns Shrimp Co. fleet, Patterson, La., are the 65-foot Siracusa and the 58-foot Augusta. Each of the new shrimp trawlers is powered by a 115-hp. "Caterpillar" Diesel Marine Engine.

Today the hour meters on these new power-plants have only begun to register their long succession of work-hours. But if they follow the pattern set by other "Caterpillar" Diesels they'll show many thousands of hours before they're through.

Why does "Caterpillar" put an hour meter on all its engines when other manufacturers do not? Because "Caterpillar" is willing to back the long working life of its products against all comers.

"Caterpillar" Diesels are built tough—built to stand punishment and to deliver their full rated horsepower* day after day. Their economy, safety and reliability are bywords among fishermen everywhere. And the service given by "Caterpillar" dealers is just as dependable as the engines themselves.

If you're building a new boat or replacing your present power-plant, you owe it to yourself to talk it over now with your "Caterpillar" dealer.

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS

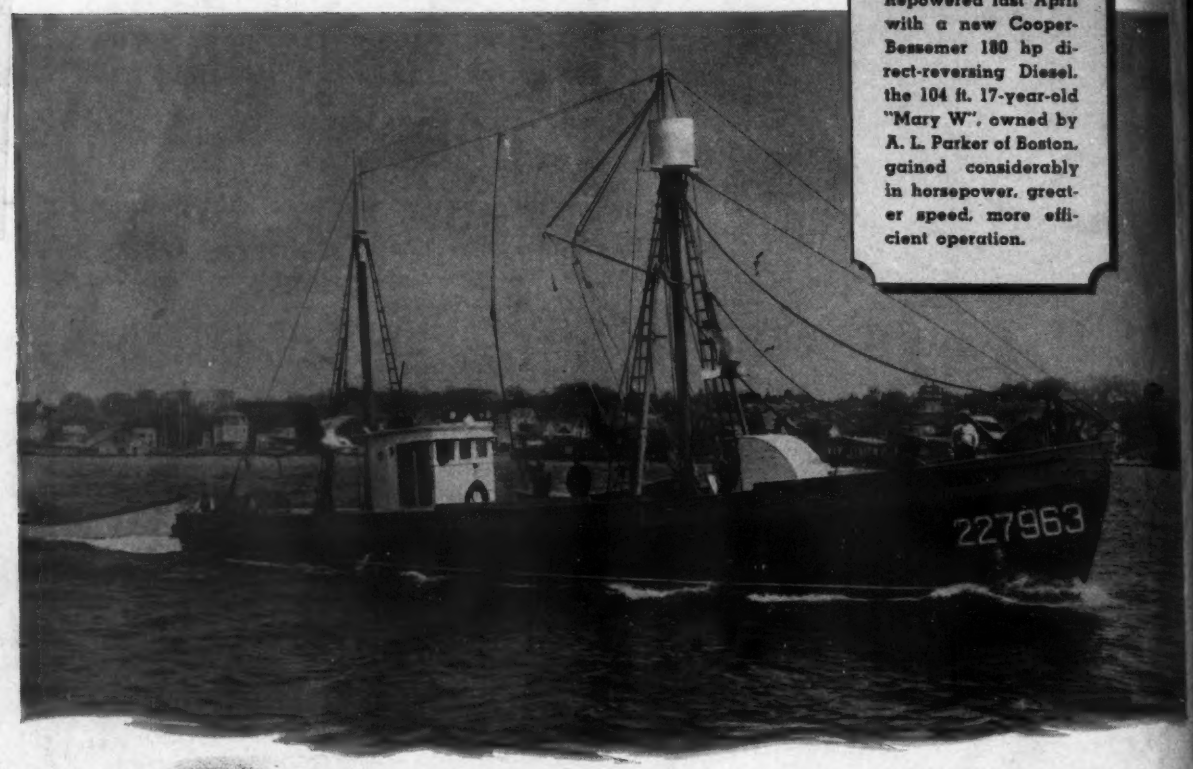
*The horsepower of "Caterpillar" Diesel Engines is ALL WORK-POWER. Ratings show true output of a fully equipped engine—not the momentary peak performance of a power-plant stripped of pumps or other necessary accessories.

CATERPILLAR DIESEL

REG. U.S. PAT. OFF.

Marine Engines

The discharged veteran wears this emblem. Remember his service and honor him.



Repowered last April with a new Cooper-Bessemer 180 hp direct-reversing Diesel, the 104 ft. 17-year-old "Mary W", owned by A. L. Parker of Boston, gained considerably in horsepower, greater speed, more efficient operation.

How Vitamin "C-B" helped the "Mary W"

To meet tough competition in the years ahead, the 17-year-old "Mary W" needed new energy, new vigor, more speed. So, owner A. L. Parker picked a sure cure. He gave the "Mary W" Vitamin "C-B", otherwise known as a new, modern Cooper-Bessemer Diesel. Now, with her horsepower increased 64 per cent . . . with her new Cooper-Bessemer Diesel to cinch reliable, top-notch engine performance for years to come, the "Mary W" is all set for a lifetime of profitable operation.

If your boat is handicapped by an engine that has suffered too many years of hard work . . . or if competition simply necessitates more power, better performance than was originally provided, look into Vitamin "C-B". Chances are a modern Cooper-Bessemer Diesel can give you just what you need . . . and in your present engine space.

New York, Washington, Gloucester, Dallas, Houston, St. Louis, Los Angeles, Seattle, San Francisco, and the Calmes Engineering Company, New Orleans, La.

BUILDERS OF DEPENDABLE ENGINES FOR 112 YEARS

HS